

# BookletChart™

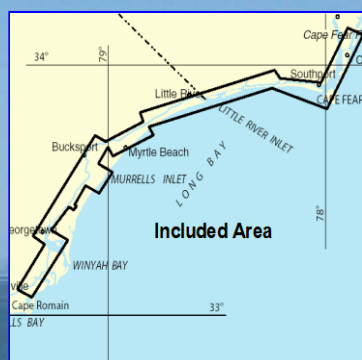


## Myrtle Grove Sound and Cape Fear River to Casino Creek

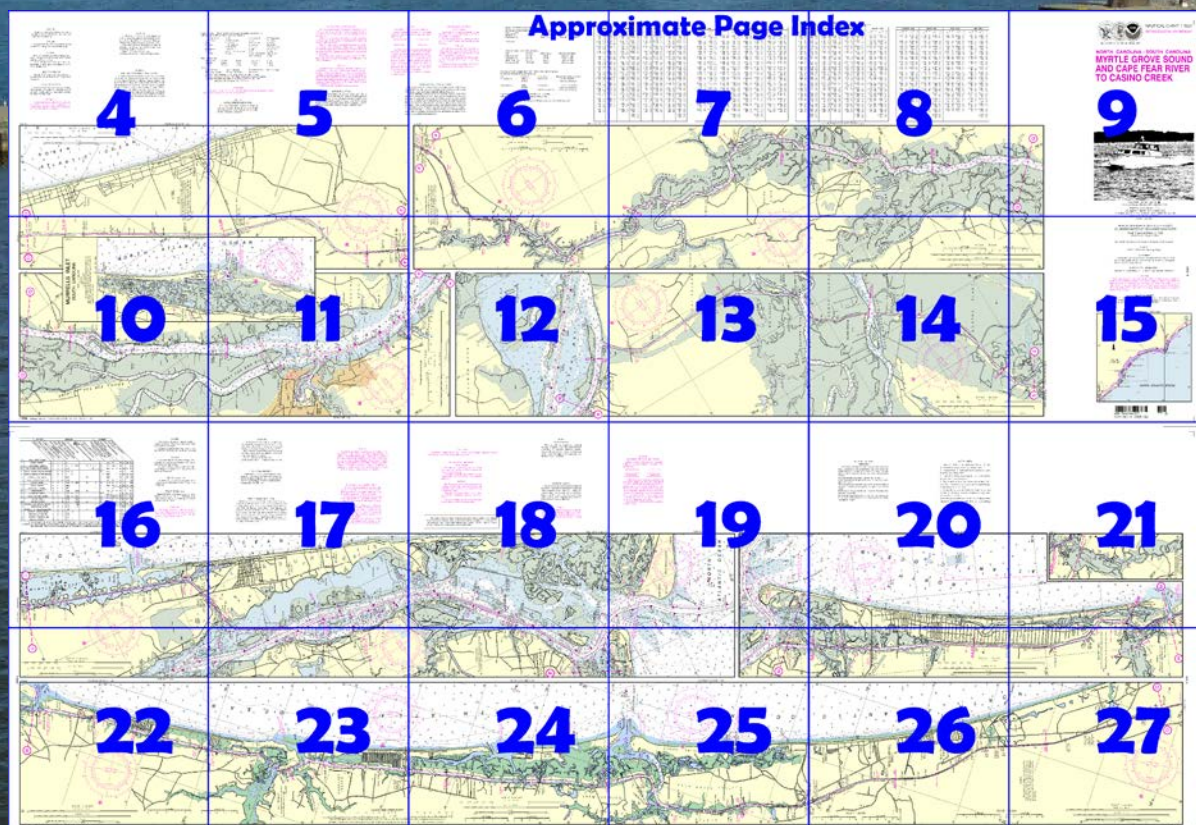
NOAA Chart 11534

*A reduced-scale NOAA nautical chart for small boaters*

*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11534>.



#### (Selected Excerpts from Coast Pilot)

**Carolina Beach Inlet** is about 7 miles south of Masonboro Inlet. A lighted whistle buoy marks the approach to the inlet. The inlet is marked by unlighted buoys and is used as an access to the Intracoastal Waterway. A 452-foot tower is prominent at 34°05.0'N., 77°53.1'W. in the inlet approach. The inlet is subject to continual change and should be used only with local knowledge.

**Carolina Beach** is a resort about 3 miles southward of Carolina Beach Inlet and 12

miles northward of Cape Fear. A dredged channel connects the landlocked basin at the town with Myrtle Grove Sound and the

Intracoastal Waterway. In 2003, the controlling depth was 4.2 feet. Daybeacons mark the channel.

Some of the more prominent landmarks that can be seen from seaward along this section of the coast are: a group of four towers centered in 34°03.8'N., 77°54.8'W., 2 miles north-northwestward of Carolina Beach; a water tank at Carolina Beach; a tank and radar domes at **Kure Beach**, 3.8 miles and 5 miles southward of the towers; and the stack, microwave tower, and buildings of the nuclear powerplant on the west side of the Cape Fear River, 7.4 miles southwestward of the towers.

**New Inlet**, about 17.5 miles south of Masonboro Inlet and 4.7 miles north-northeast of Cape Fear, is constantly changing and was reported closed in 1983.

**Lockwoods Folly Inlet** is entered over a shifting bar 11 miles westward of Cape Fear River. Strangers should not attempt it as the inlet is enclosed by breakers at virtually all stages of tide and wind. Due to frequent changes, mariners are advised to seek local knowledge before entering the inlet. The approach to the inlet is marked by a lighted whistle buoy. The buoys marking the inlet are not charted, because they are frequently shifted in position to mark the best water. There are three charted wrecks, all showing at low water, near the entrance to the inlet; two are at the mouth, and the other is about 0.3 mile to the westward 200 yards offshore. A high sand dune is east of the inlet.

**Lockwoods Folly River** is navigable from the ocean to the Intracoastal Waterway, at the head of the marshes inside the inlet, and thence to a fixed highway bridge at **Supply**, which is at the practical head of navigation 16 miles above the waterway. The channel is narrow, bordered on both sides by oyster bars covered at high water, and not maintained. In 2008, the controlling depth was 4.3 feet from the Intracoastal Waterway to Supply. The river channel is marked by daybeacons to a pier at **Varnumtown**, about 1.6 miles northward of the Intracoastal Waterway where gasoline and water can be obtained. The river is used by commercial shrimp boats to Varnumtown.

An **explosives anchorage** is centered about 3.5 miles southwestward of Lockwoods Folly Inlet. (See **110.170**, chapter 2, for limits/regulations.)

**Shallotte Inlet**, 19 miles westward of Cape Fear River, is entered over a shifting bar and has a winding entrance. A lighted whistle buoy marks the entrance. The bar channel is subject to continual change, and the buoys marking it are shifted frequently to mark the best water, and therefore not charted. The inlet, used only by local fishermen and not recommended to strangers, provides an access from the sea to the Intracoastal Waterway and to **Shallotte River**. The river is navigable to the town of **Shallotte**, about 8 miles above the inlet. In 2008, the river from the Intracoastal Waterway to Shallotte was shoal to bare in several areas; extreme caution is advised. The mean range of tide is 4.6 feet near the inlet and about 3 feet at Shallotte.

Berthage, electricity, gasoline, water, ice, and wet and dry storage are available at the marina on the west bank of Shallotte River, about 0.6 mile above the Intracoastal Waterway. Hull and engine repairs can be made. The facility at Bowen Point is also described with the Intracoastal Waterway in Chapter 12.

There are three marinas on Main Creek; two are at the landing, and the other is eastward of the landing on the west side of the barrier beach. Berthage, electricity, gasoline, diesel fuel, water, ice, launching ramps, and some marine supplies are available at all facilities; hull repairs can be made at all the facilities.

### **U.S. Coast Guard Rescue Coordination Center** **24 hour Regional Contact for Emergencies**

RCC Miami

Commander

7th CG District

Miami, FL

(305) 415-6800



# Navigation Managers Area of Responsibility



**NOAA's navigation managers** serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

## Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

**CAUTION**  
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

**CAUTION**  
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

**CAUTION**  
Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.  
All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

**AIDS TO NAVIGATION**  
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

**RADAR REFLECTORS**  
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

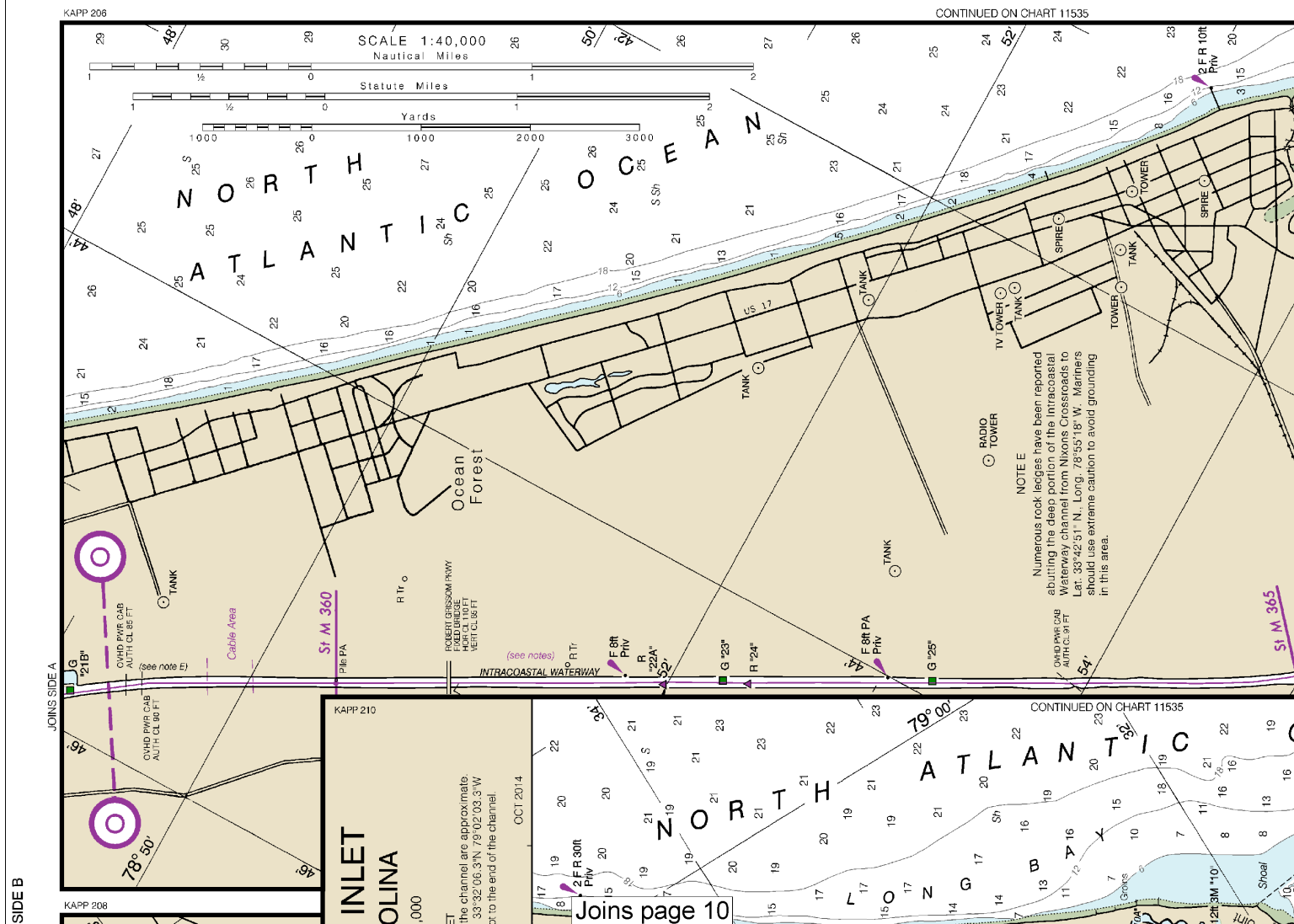
**WARNING**  
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

**CAUTION**  
**WARNINGS CONCERNING LARGE VESSELS**  
The 'Rules of the Road' state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

**CAUTION**  
**BASCULE BRIDGE CLEARANCES**  
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

**CAUTION**  
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.  
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.  
Station positions are shown thus:  
○ (Accurate location)    o (Approximate location)

**ABBREVIATIONS** (For complete list, see U.S. Coast Pilot)  
Aids to Navigation (lights are white unless otherwise noted)  
AERO aeronautical  
Al alternating  
B black  
Bn beacon  
C can  
DIA diaphane  
F fixed  
Fl flashing  
Bottom characteristics:  
Bds boulders  
bk broken  
Cy clay  
Miscellaneous:  
AUTH authorized  
ED existence doubtful  
Rk rock, obstruction  
(2) Rocks that cover and uncover at low tide  
COLREGS International Regulations for Preventing Collisions at Sea



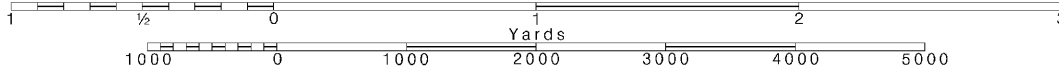
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

**SCALE 1:40,000**  
Nautical Miles

See Note on page 5.





Complete list of Symbols and Abbreviations, see Chart No. 1.)  
 white unless otherwise indicated):

G green	Mo morse code	R TR radio tower
IQ interrupted quick	N nun	Rot rotating
Isd isophase	OBSC obscured	s seconds
LT HO lighthouse	OC occulting	SEC sector
M nautical mile	Or orange	St M statute miles
m minutes	Q quick	VQ very quick
MICRO TR microwave tower	R red	W white
Mkr marker	Ra Ref radar reflector	WHIS whistle
	R Bn radiobeacon	Y yellow

coral	gy gray	Oys oysters	so soft
gravel	h hard	Rk rock	Sh shells
s grass	M mud	S sand	sy sticky

Obstr obstruction	PD position doubtful	Subn submerged
PA position approximate	Rep reported	

ation, or shoal swept clear to the depth indicated.  
 ed uncover, with heights in feet above datum of soundings.

Regulations for Preventing Collisions at Sea, 1972.  
 lines are shown thus: ---

Ⓟ Pump-out facilities

#### INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway southward from Norfolk, VA to Cross Bank in Florida Bay, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

#### NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at: the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia and 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Wilmington, North Carolina and Charleston, South Carolina.  
 Refer to charted regulation section numbers.

#### HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.610" northward and 0.876" eastward to agree with this chart.

#### CAUTION

##### SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

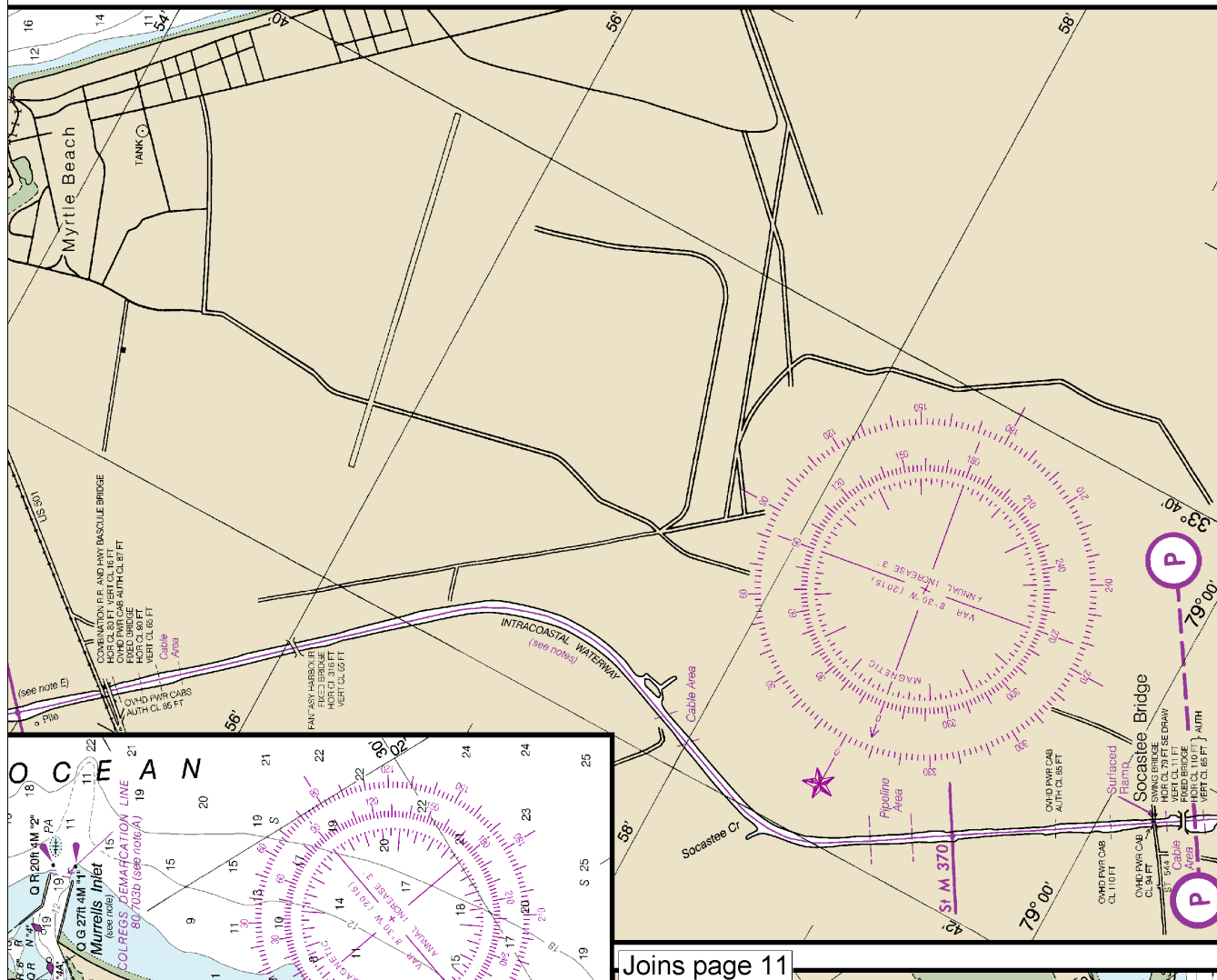
Covered wells may be marked by lighted or unlighted buoys.

#### HURRICANES AND T

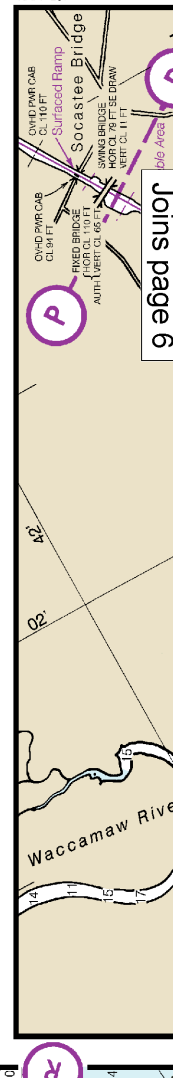
Hurricanes, tropical storms and considerable damage to marine structures, resulting in submerged debris.

Charted soundings, channel depths, conditions following these storms. Fix damaged or destroyed. Buoys may be damaged, sunk, extinguished. Mariners should not rely upon the navigation. Wrecks and submerged of from charted locations. Pipelines may be

Mariners are urged to exercise extra report aids to navigation discrepancy nearest United States Coast Guard unit



KAPP 207



Joins page 6

Joins page 11

This BookletChart was reduced to 75% of the original chart scale.  
 The new scale is 1:53333. Barscales have also been reduced and  
 are accurate when used to measure distances in this BookletChart.

5

**CAUTION**  
**SUBMARINE PIPELINES AND CABLES**  
 Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



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Covered wells may be marked by lighted or unlighted buoys.

**INTRACOASTAL WATERWAY**

**Project Depths**

12 feet Norfolk, VA to Fort Pierce, FL; 10 feet Fort Pierce, FL to Miami, FL; 7 feet Miami, FL to Cross Bank in Florida Bay.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners. Uncharted shoals may exist in areas which have not been recently surveyed. Please report shoals and obstructions at:

<http://nauticalcharts.noaa.gov/staff/contact.htm>

**Distances**

The general location of the Waterway is indicated by a magenta line. Mariners are advised to follow the aids to navigation and avoid charted shoals and obstructions.

Mileage distances shown along the Waterway are in Statute Miles, southward from Norfolk, VA, and are indicated thus: —●—

One Statute Mile equals 0.87 Nautical Miles. Courses are TRUE and must be CORRECTED for any variation and compass deviation.

**MARINE WEATHER FORECASTS**

**NATIONAL WEATHER SERVICE**

Wilmington, NC  
 Newport, NC  
 Charleston, SC

**TELEPHONE NUMBERS**

\* (910) 762-4289  
 \* (252) 223-5737  
 \* (843) 747-5859

**OFFICE HOURS**

24 hours daily  
 24 hours daily  
 9:00 AM - 4:30 PM M-F

\*Recorded

**NOAA WEATHER RADIO BROADCASTS**

CITY	STATION	FREQ. (MHz)	BROADCAST TIMES
Wilmington, NC	KHB-31	162.550	24 hours daily
Charleston, SC	KHB-29	162.550	24 hours daily
Myrtle Beach, SC	KEC-95	162.400	24 hours daily
Georgetown, SC	WNG-628	162.500	24 hours daily

**BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS BY MARINE RADIOTELEPHONE STATIONS**

CITY	STATION	FREQ. (kHz)	BROADCAST TIMES (LOCAL)
Fl. Macon, NC	NMN-37 (USCG)	*2670 (A3H)	7:40 AM, 8:03 PM (warnings on receipt)
Charleston, SC	NMB (USCG)	*2670 (A3H) *157.1 MHz (Ch. 22)	11:20 AM, 11:20 PM + (warnings on receipt) (warnings on receipt)

\* Preceded by announcement on 2182 kHz and 156.6 MHz  
 + Broadcast one hour later during Daylight Savings Time

Distress calls for small craft are made on 2182 kHz or channel 16 (156.80 MHz) VHF.

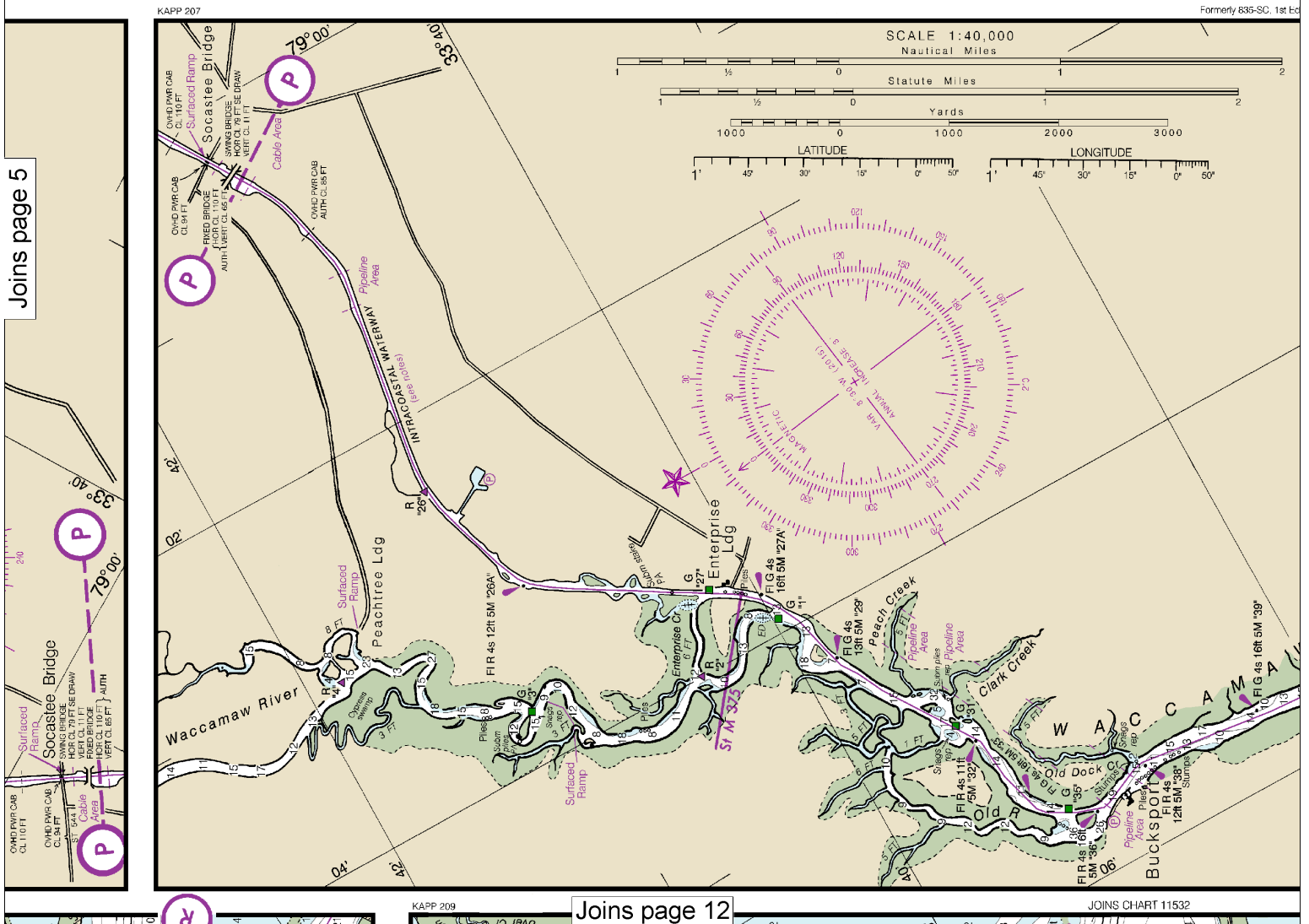
**HURRICANES AND TROPICAL STORMS**

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

Joins page 5



Joins page 12

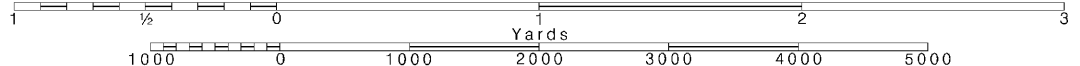
JOINS CHART 11532

Printed at reduced scale.

SCALE 1:40,000  
 Nautical Miles

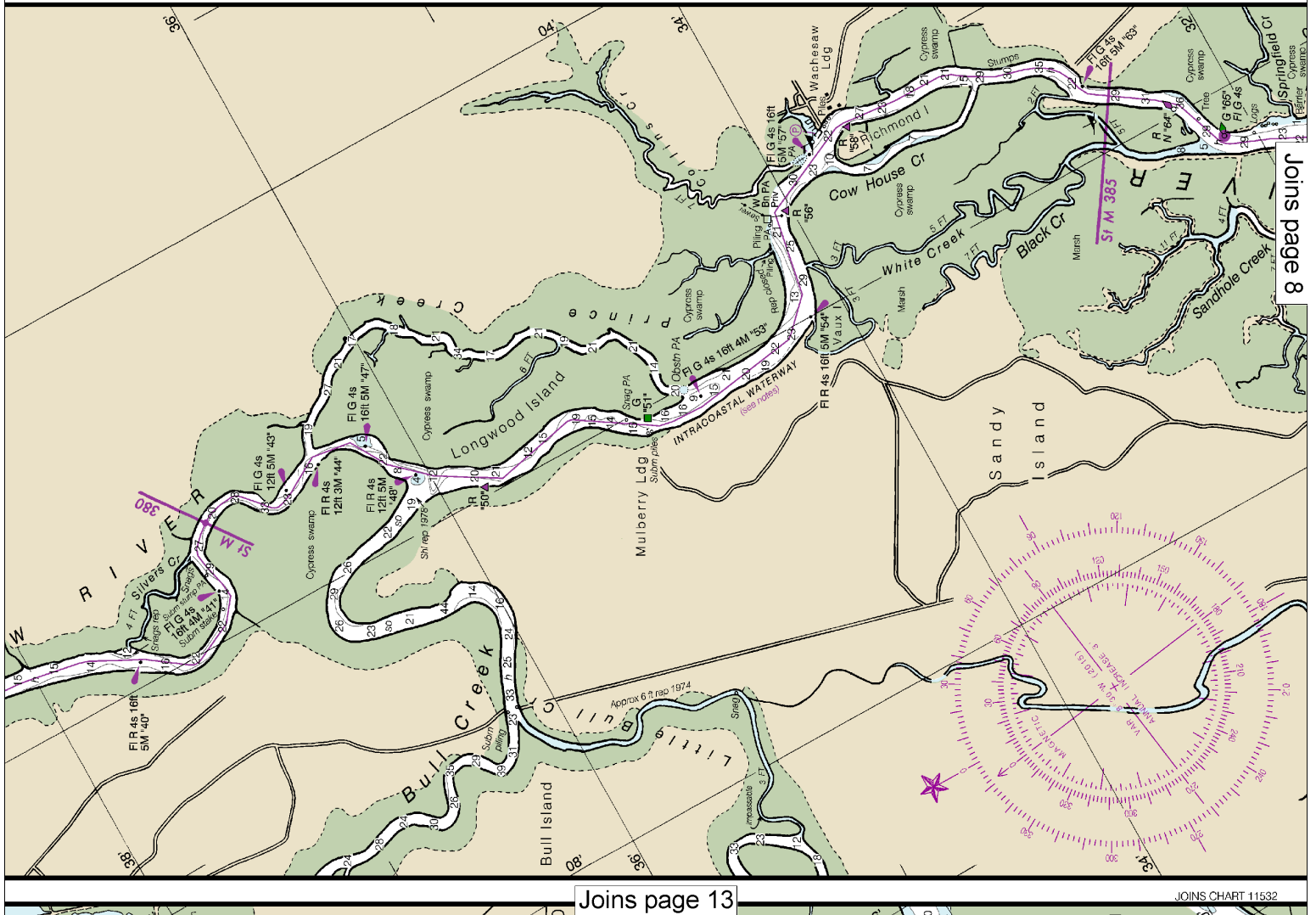
See Note on page 5.

Note: Chart grid lines are aligned with true north.



NAME
Orton Point, NC
Southport, NC
Sunset Beach Pt
Myrtle Beach Air
Socastee Bridge
Myrtle Beach, SC
Oaks Creek, SC
Georgetown Lgt
Cape Romain, S
Deashes (---) local tide predictions, 6
(Nov 2015)

Ed., 1964



Joins page 8

Joins page 13

JOINS CHART 11532

Last Correction: 6/24/2016. Cleared through:  
LNM: 2816 (7/12/2016), NM: 3016 (7/23/2016)

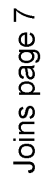
7



PLACE		Height referred to datum of soundings (MLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Orton Point, NC	(34°03'N/77°56'W)	4.6	4.3	0.1
Southport, NC	(33°55'N/78°01'W)	4.7	4.4	0.1
Sunset Beach Pier, NC	(33°52'N/78°30'W)	5.5	5.1	0.2
Myrtle Beach Airport, SC	(33°49'N/78°43'W)	3.3	3.0	0.2
Crescent Bridge, SC	(33°41'N/79°00'W)	2.4	2.2	0.0
Myrtle Beach, SC	(33°39'N/78°55'W)	3.6	3.2	0.2
Oaks Creek, SC	(33°32'N/79°03'W)	4.8	4.5	0.2
Georgetown Lighthouse, SC	(33°13'N/79°11'W)	4.4	4.1	0.2
Cape Romain, SC	(31°01'N/79°21'W)	5.2	4.9	0.2

Dashes (--) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.

(Nov 2015)





THE NATION'S CHARTMAKER SINCE 1807

# NAUTICAL CHART 11534 INTRACOASTAL WATERWAY

## NORTH CAROLINA - SOUTH CAROLINA MYRTLE GROVE SOUND AND CAPE FEAR RIVER TO CASINO CREEK

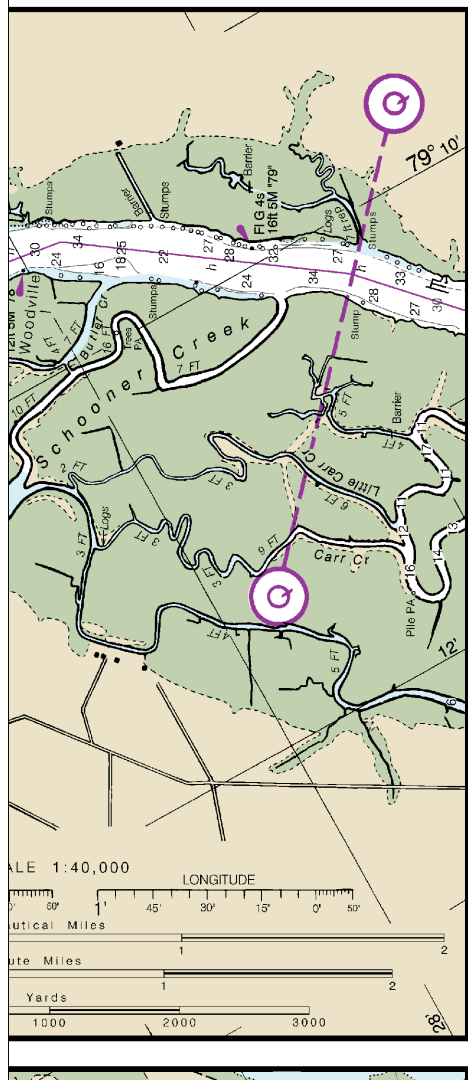


Chart 11534 39th Ed., Nov. 2015

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

MERCATOR PROJECTION AT SCALE 1:40,000  
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER

North American Datum of 1983  
(World Geodetic System 1984)

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

HEIGHTS  
Heights in feet above Mean High Water.

AUTHORITIES  
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

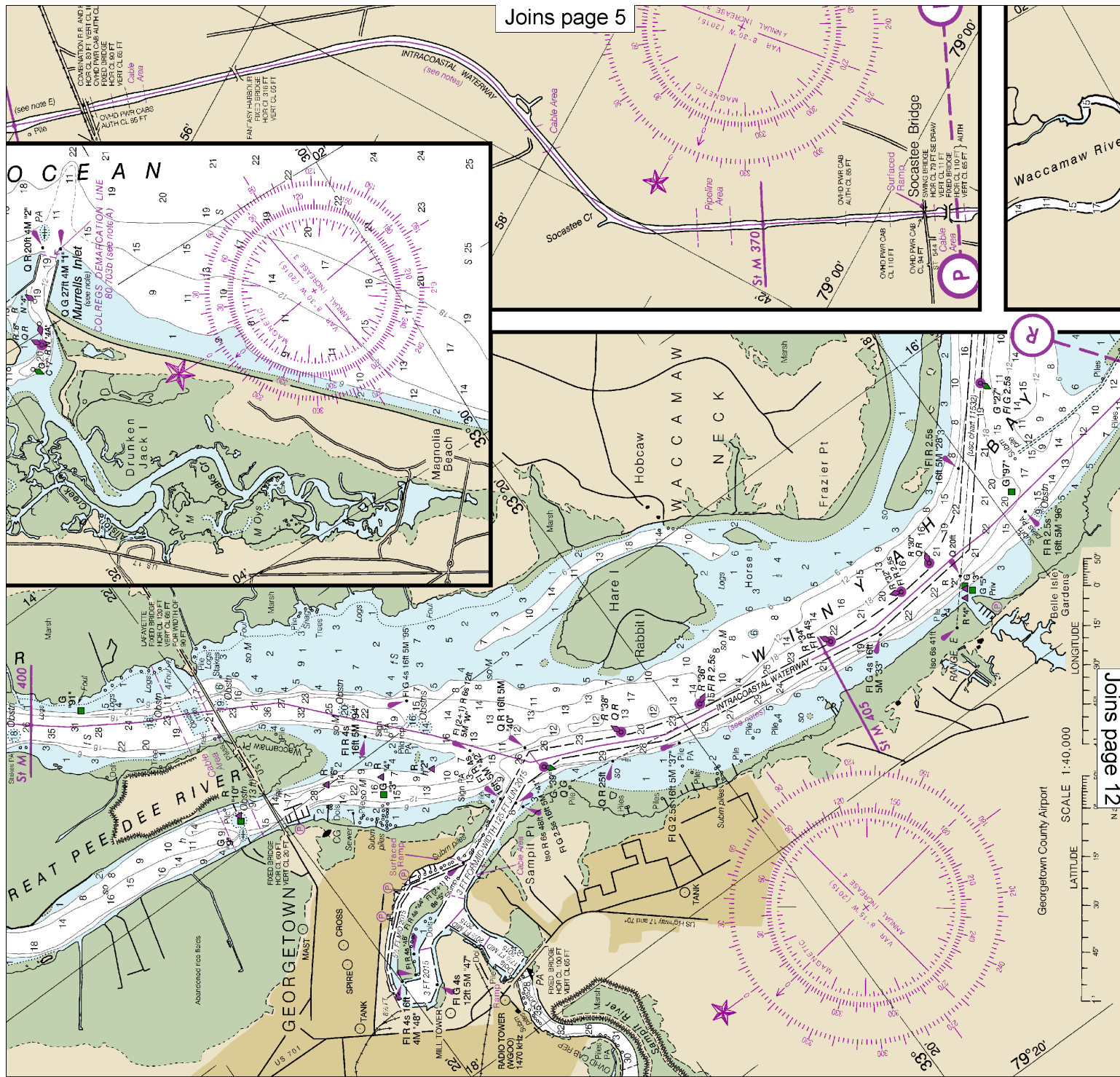
SUPPLEMENTAL INFORMATION  
Consult U.S. Coast Pilot 4 for important supplemental information.

Joins page 15

SIDE B







Joins page 5

Joins page 12

JOINS CHART 11532

#### CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

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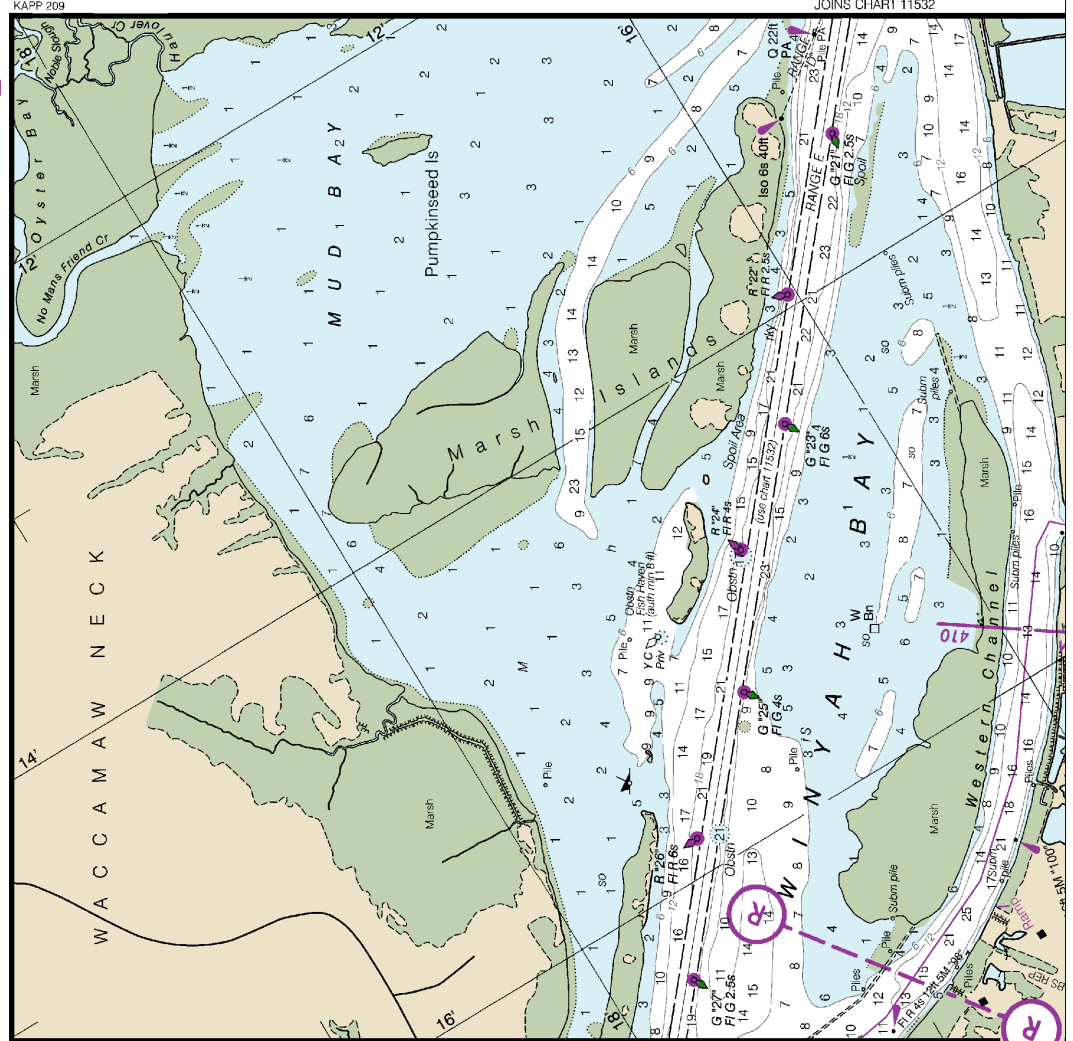
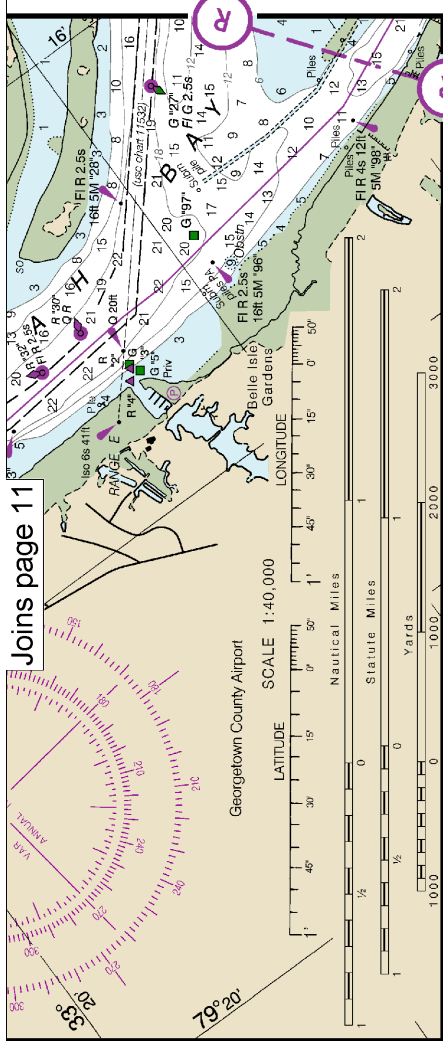
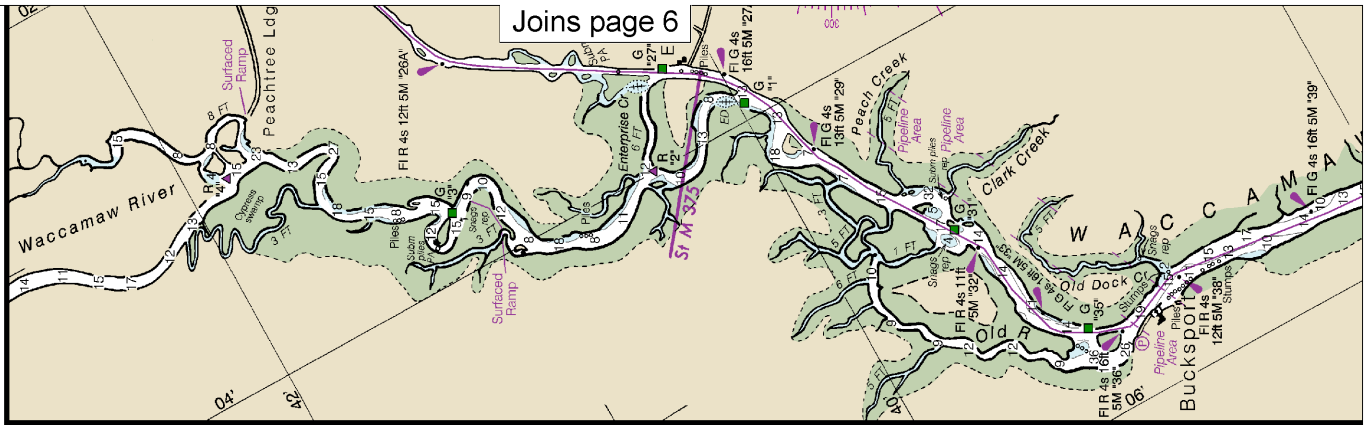
Station positions are shown thus:

○ (Accurate location) ○ (Approximate location)

#### NOTE A

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Joins page 17



**INTRACOASTAL WATERWAY**  
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 12 feet Norfolk, VA to Fort Pierce, FL; 10 feet  
 Fort Pierce, FL to Miami, FL; 7 feet Miami, FL to  
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 in the U.S. Coast Guard Local Notice to Mariners.  
 Uncharted shoals may exist in areas which have  
 not been recently surveyed. Please report shoals  
 and obstructions at:  
<http://nauticalcharts.noaa.gov/staff/contact.htm>  
 Distances

**NOTE C**  
 Entrances to Inlets  
 The channels are subject to continual  
 changes. Entrance buoys are not charted  
 because they are frequently shifted in position.  
 Passage through the inlets is not recommended  
 without local knowledge of all hazardous  
 conditions affecting the areas.

**NOTE F**  
 Fixed security barriers have been installed at

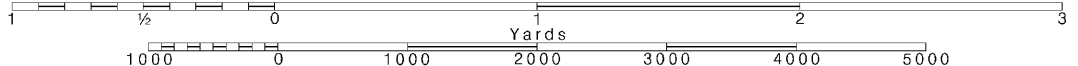
12

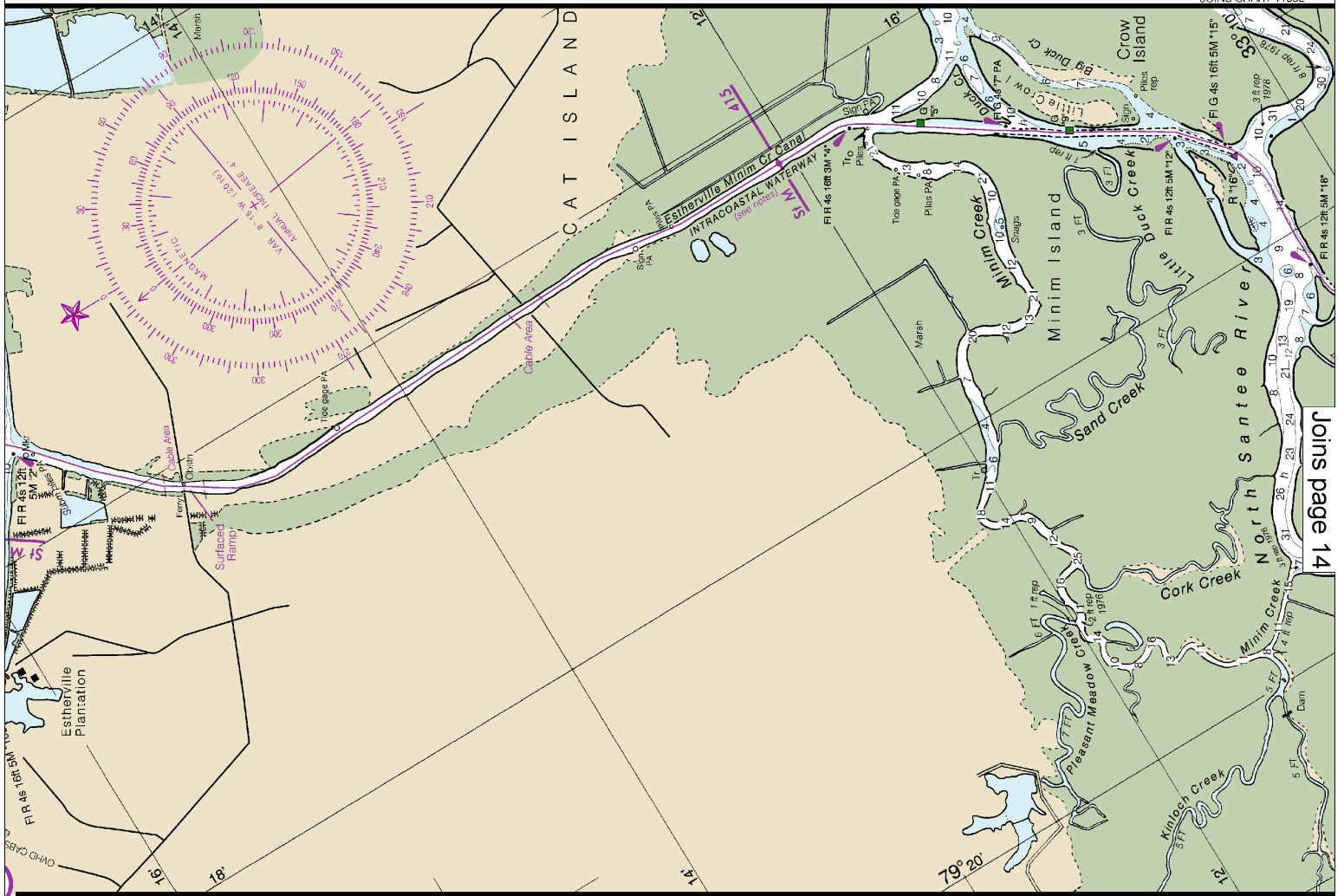
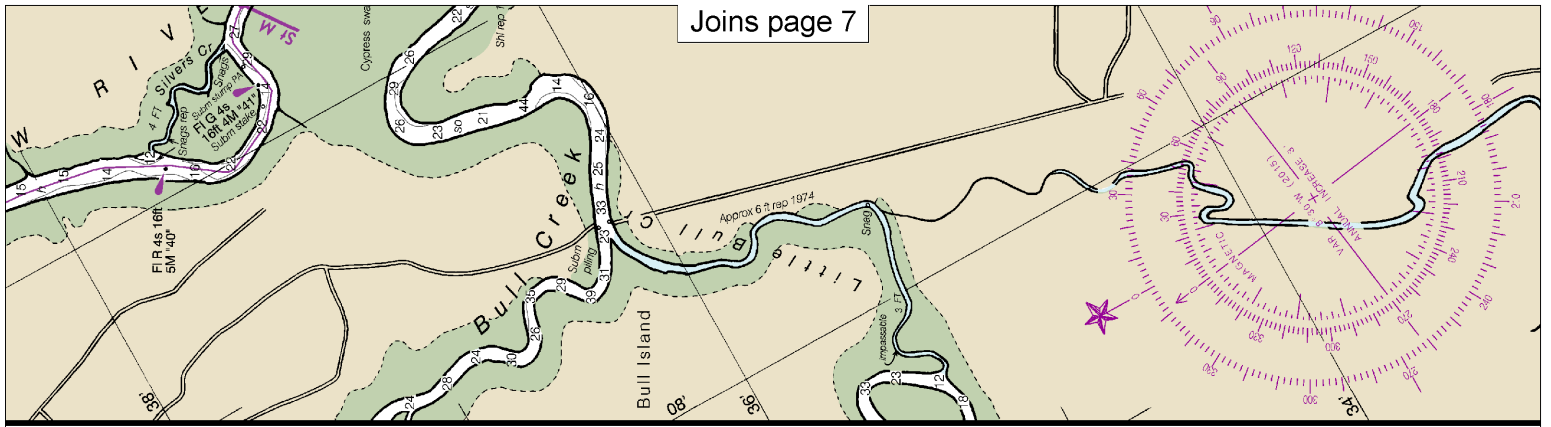
Note: Chart grid  
 lines are aligned  
 with true north.

Printed at reduced scale.

SCALE 1:40,000  
 Nautical Miles

See Note on page 5.



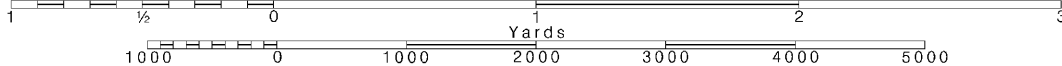
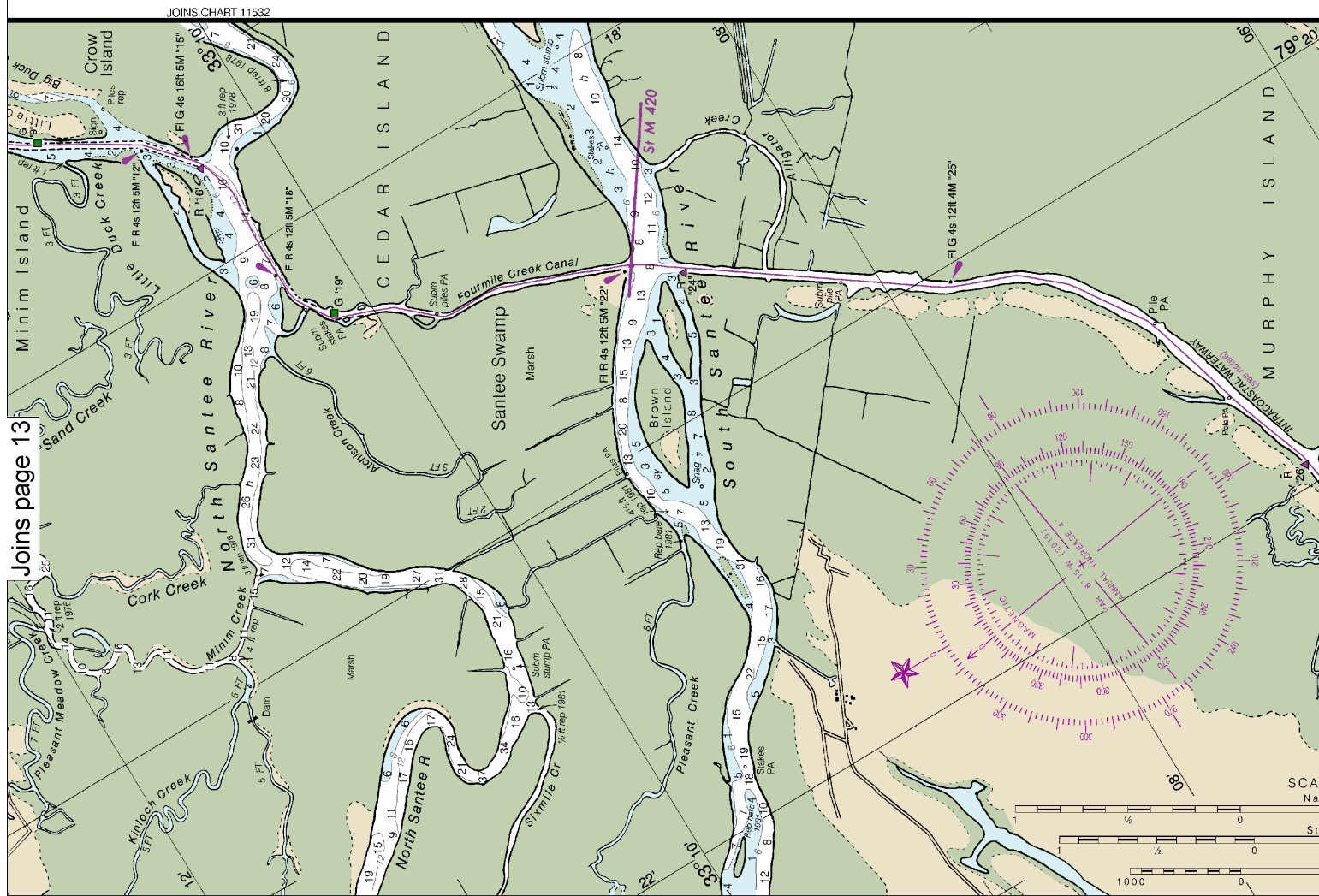


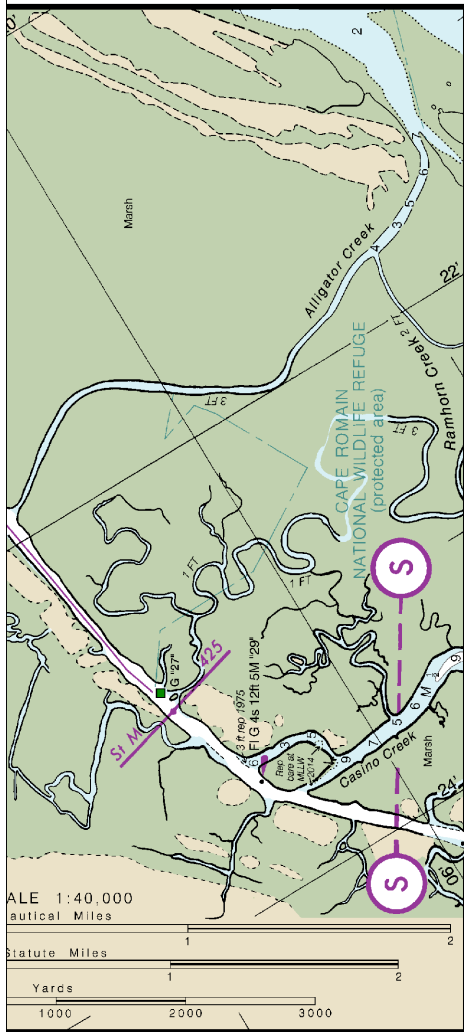
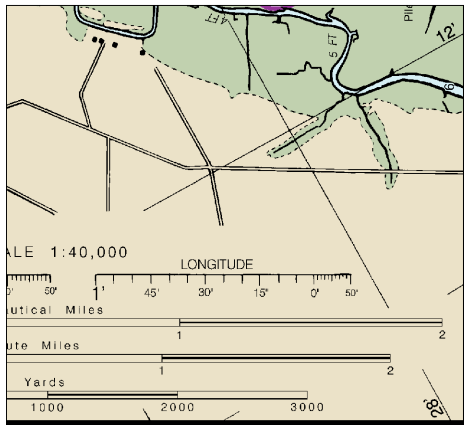
**CAUTION**  
**SUBMARINE PIPELINES AND CABLES**  
 Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area  
 Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of







U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

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**HEIGHTS**  
Heights in feet above Mean High Water.

**AUTHORITIES**  
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

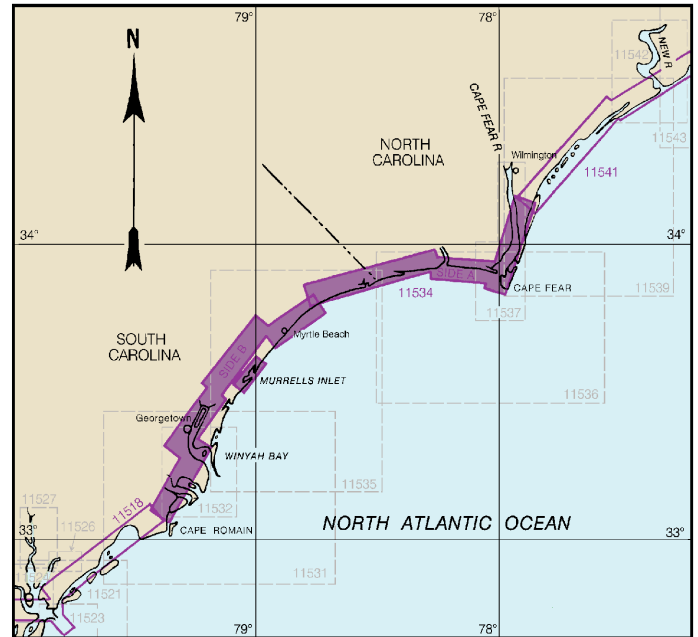
**SUPPLEMENTAL INFORMATION**  
Consult U.S. Coast Pilot 4 for important supplemental information.

**CAUTION**  
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

**POLLUTION REPORTS**  
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

SIDE B

#### NAUTICAL CHART DIAGRAM



11534 39th Ed., Nov. 2015

**NOTE Z**  
**NO-DISCHARGE ZONE, 40 CFR 140**

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: [http://www.epa.gov/owow/oceans/regulatory/vessel\\_sewage/](http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/).

**CAUTION**

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

**CAUTION**

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

**CAUTION**

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

**AIDS TO NAVIGATION**

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

**RADAR REFLECTORS**

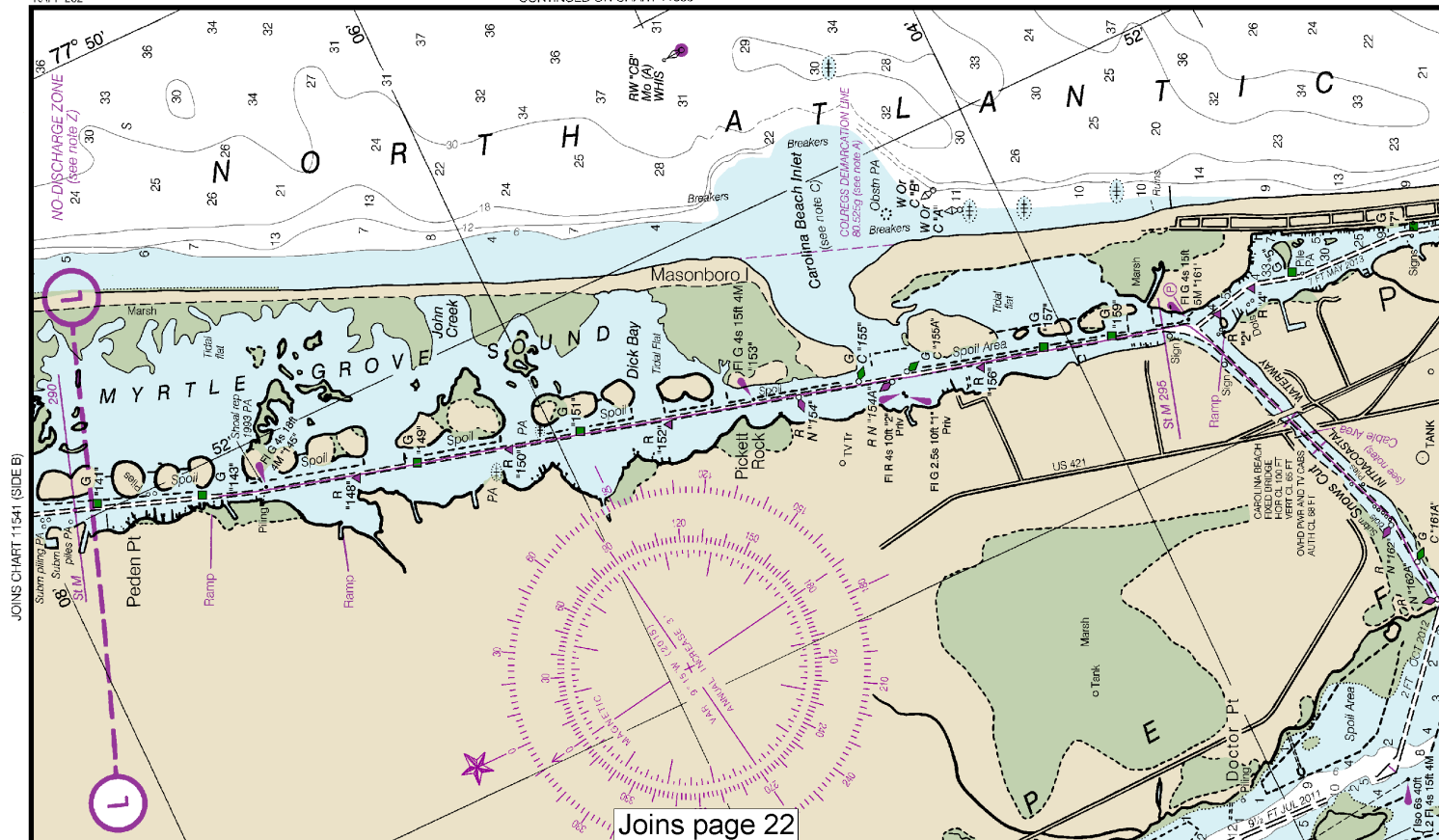
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

**WARNING**

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

KAPP 202

CONTINUED ON CHART 11539



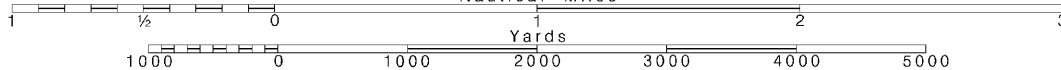
16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.







Joins page 11

JOINS CHART 11532

#### CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location)    ◐ (Approximate location)

#### NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia and 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Wilmington, North Carolina and Charleston, South Carolina. Refer to charted regulation section numbers.

#### POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

#### INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

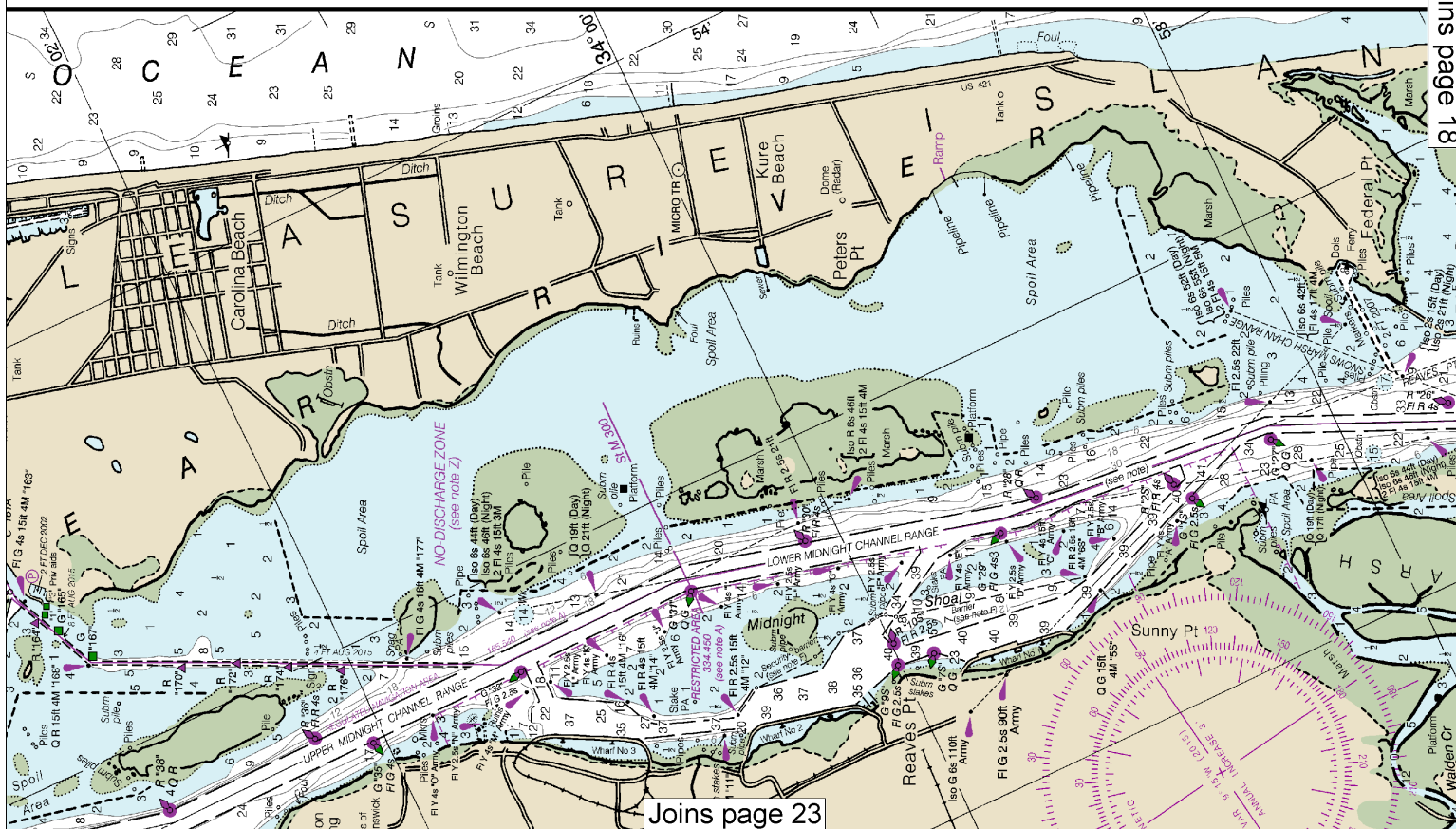
Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway southward from Norfolk, VA to Cross Bank in Florida Bay, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

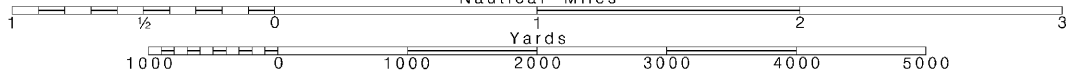
NOAA  
about this

Joins page 18



Joins page 23

Formerly 835-SC, 1st Ed







## SAFETY HINTS

1. Keep your chart up to date by applying all to Mariners corrections when you receive them.
2. Read carefully all notes printed on your chart as they are vital to your safety afloat.
3. Learn the meaning of each symbol and abbreviation on your chart from Chart No. 1.
4. The compass on your chart shows the variation from true north, however you must also correct your compass for the deviation of your boat.
5. Constantly use your chart from the beginning of each trip. Keep in mind the orientation of your boat with respect to the chart.
6. Maintain your position on the chart by relating it to features with those you can identify in your surroundings.

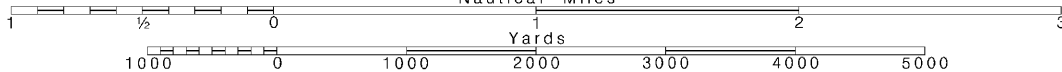
CONTINUED ON CHART 11536

Note: Chart grid lines are aligned with true north.

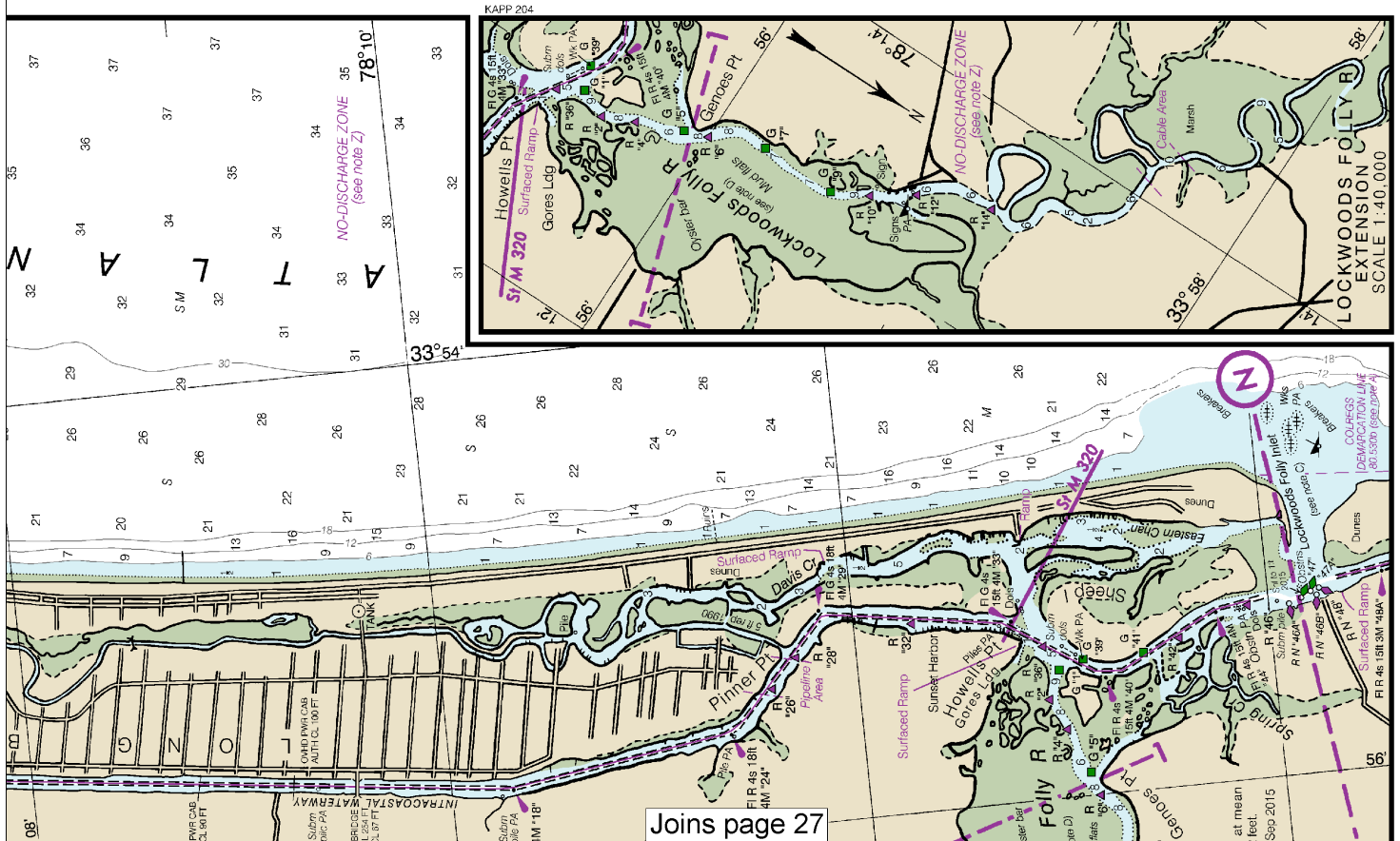
Printed at reduced scale.

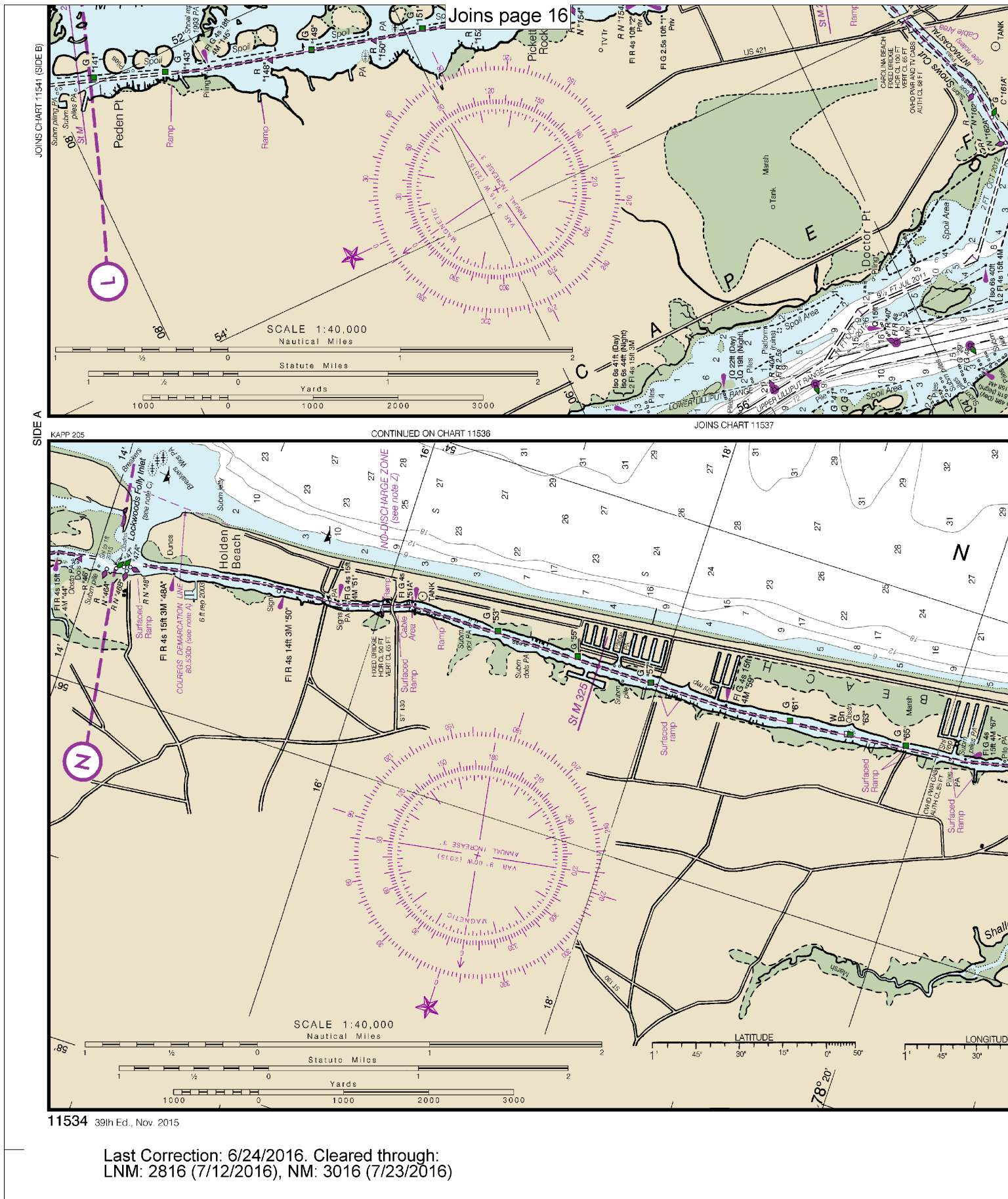
— SCALE 1:40,000 —  
Nautical Miles

See Note on page 5.

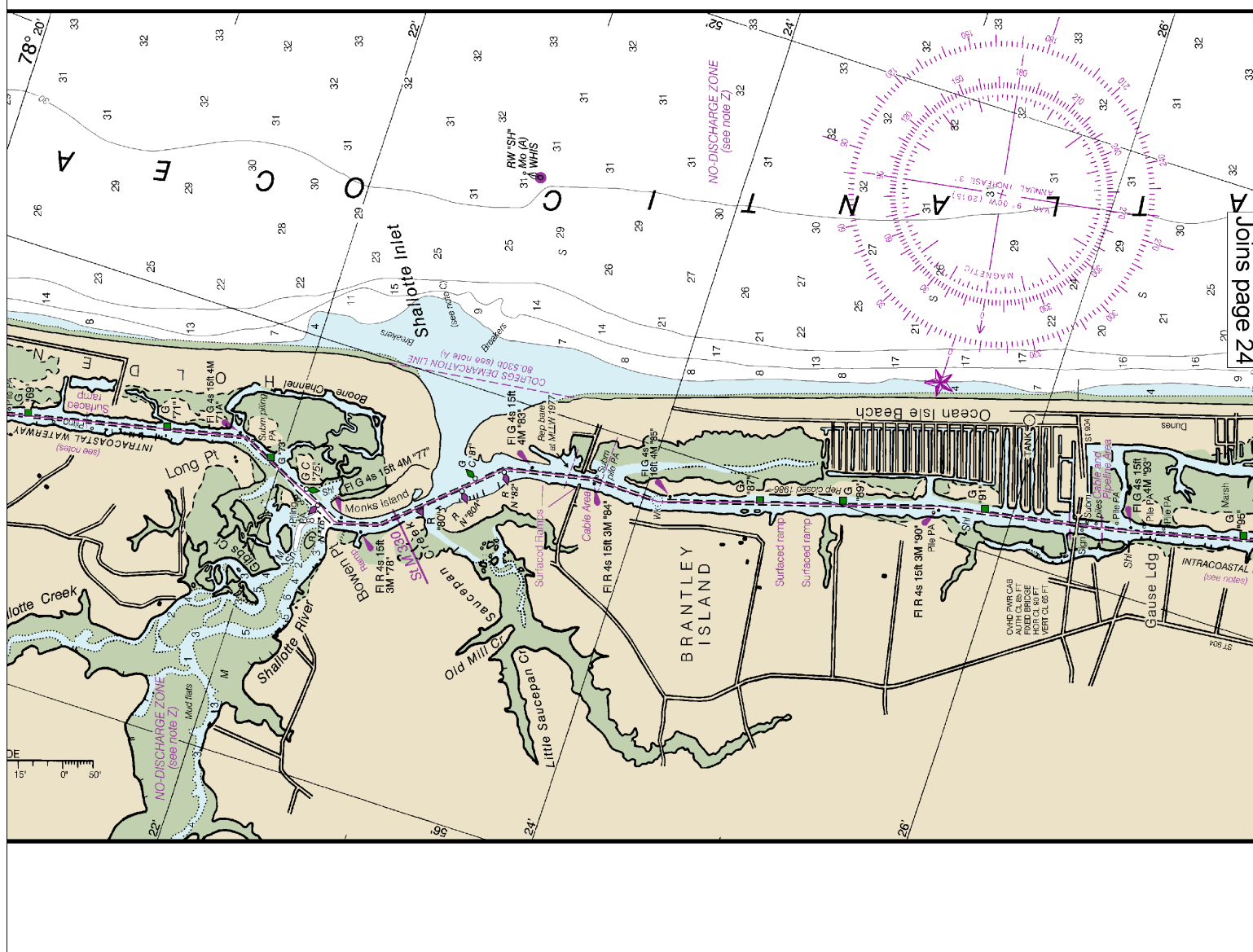
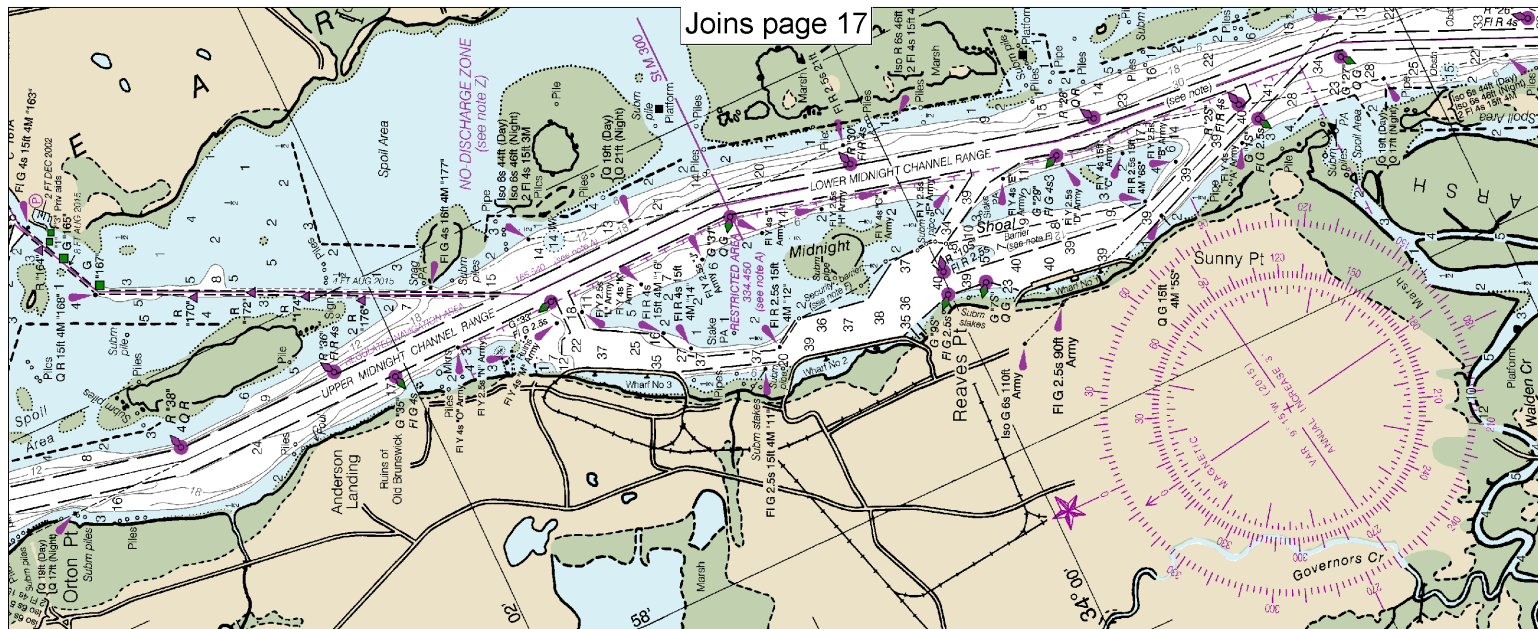


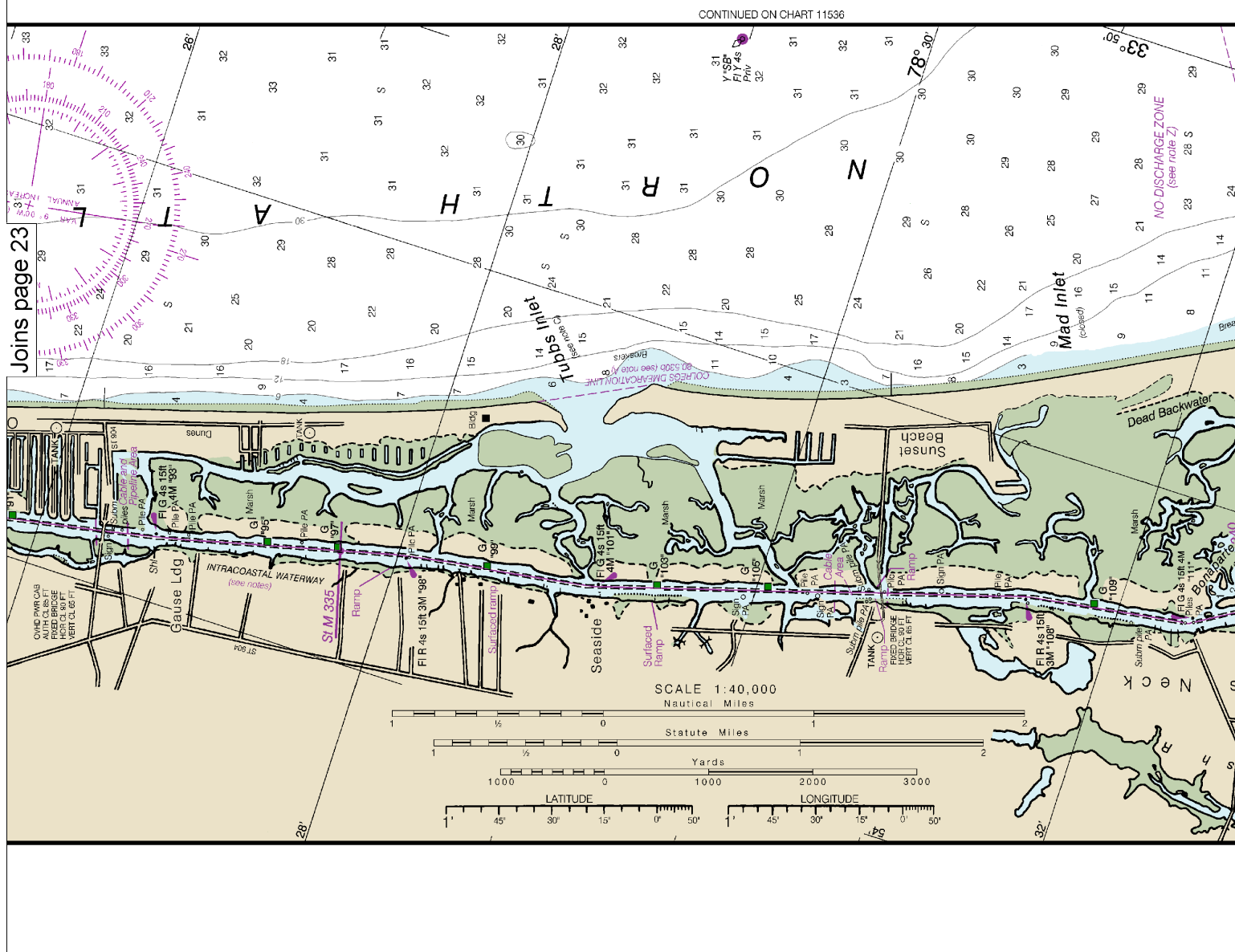
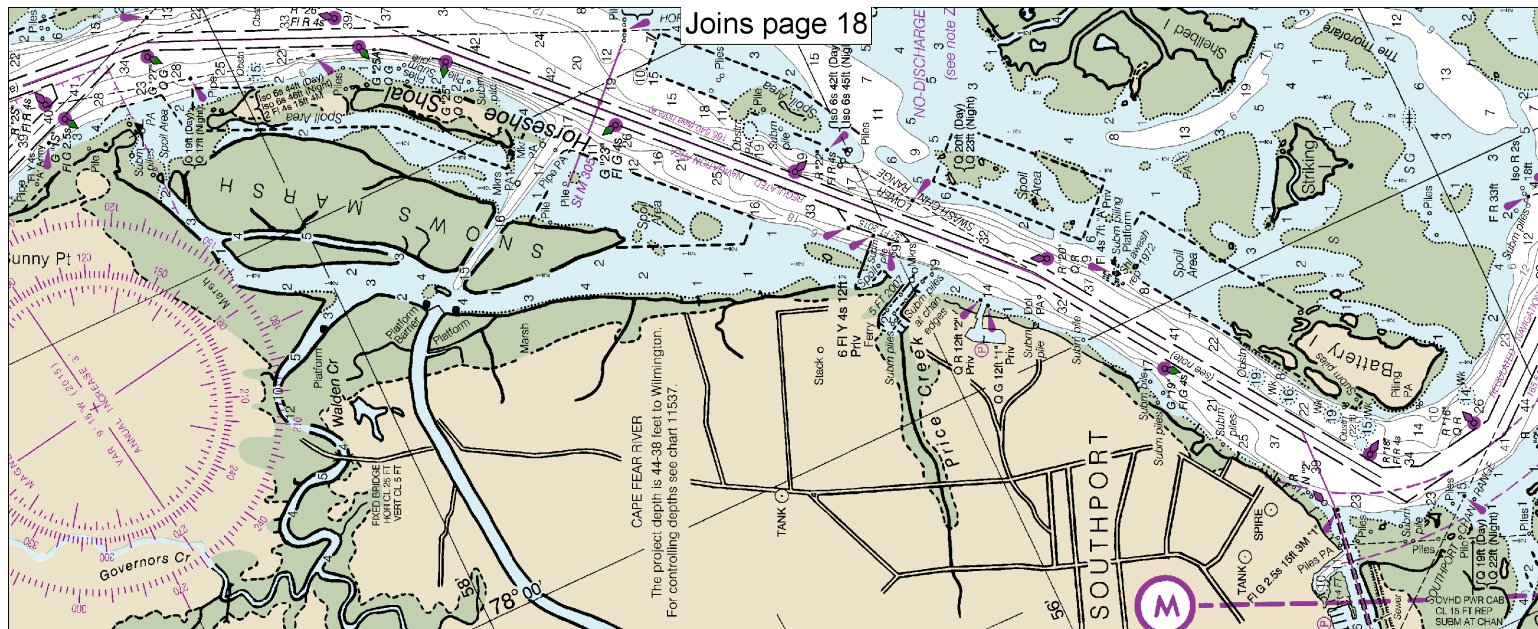
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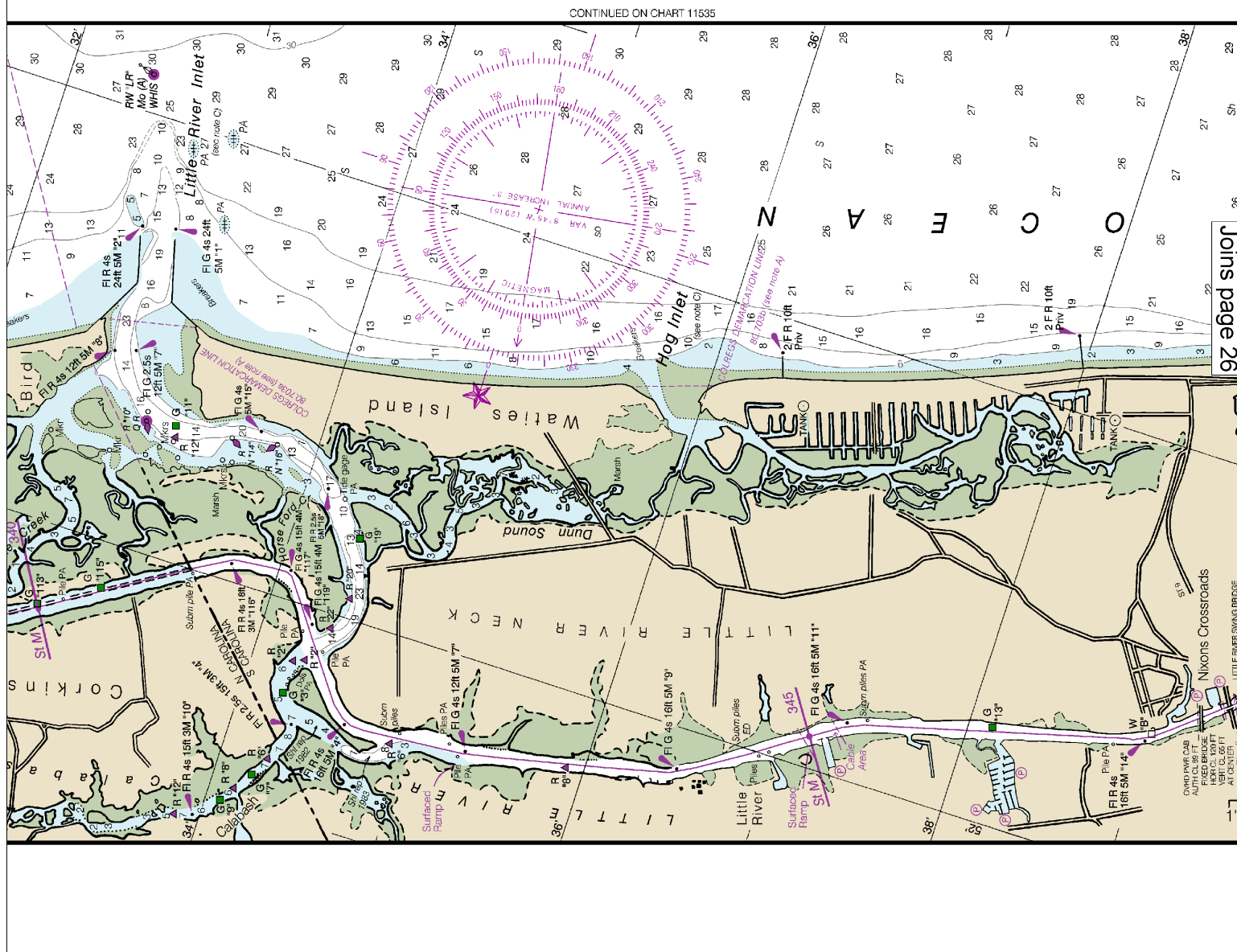
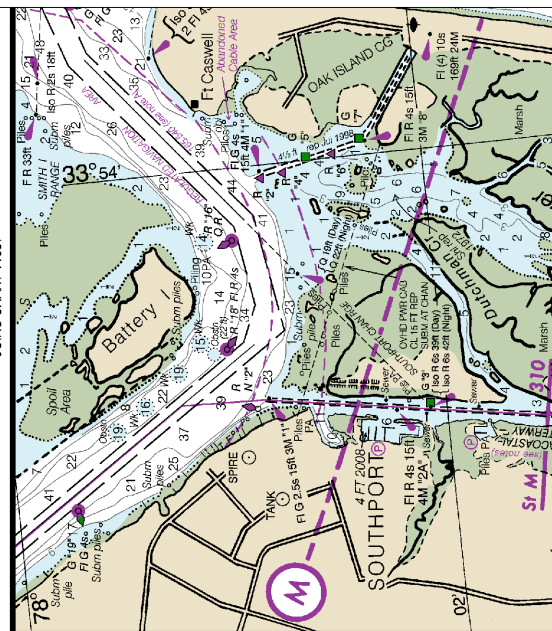
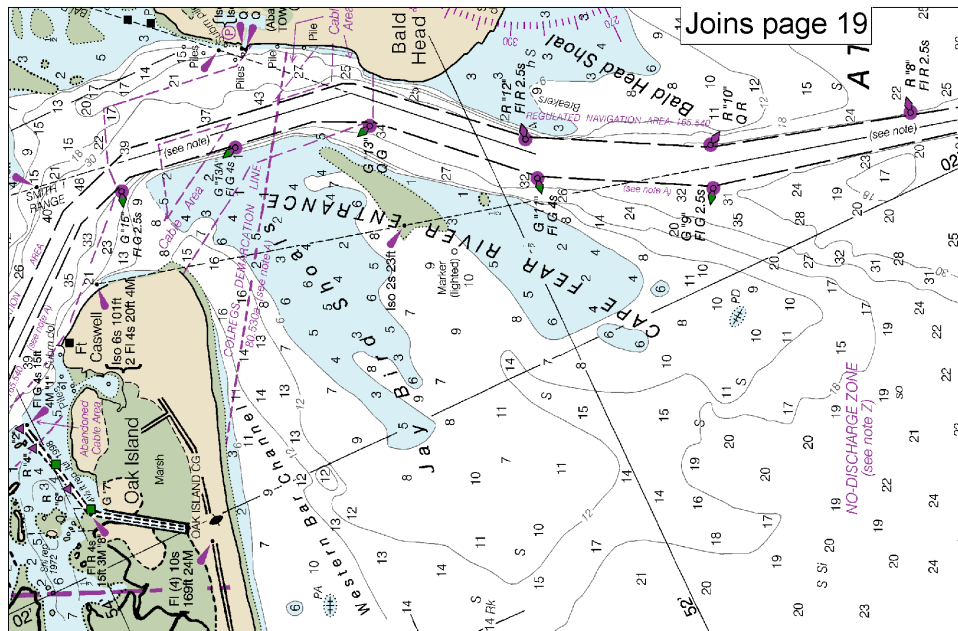




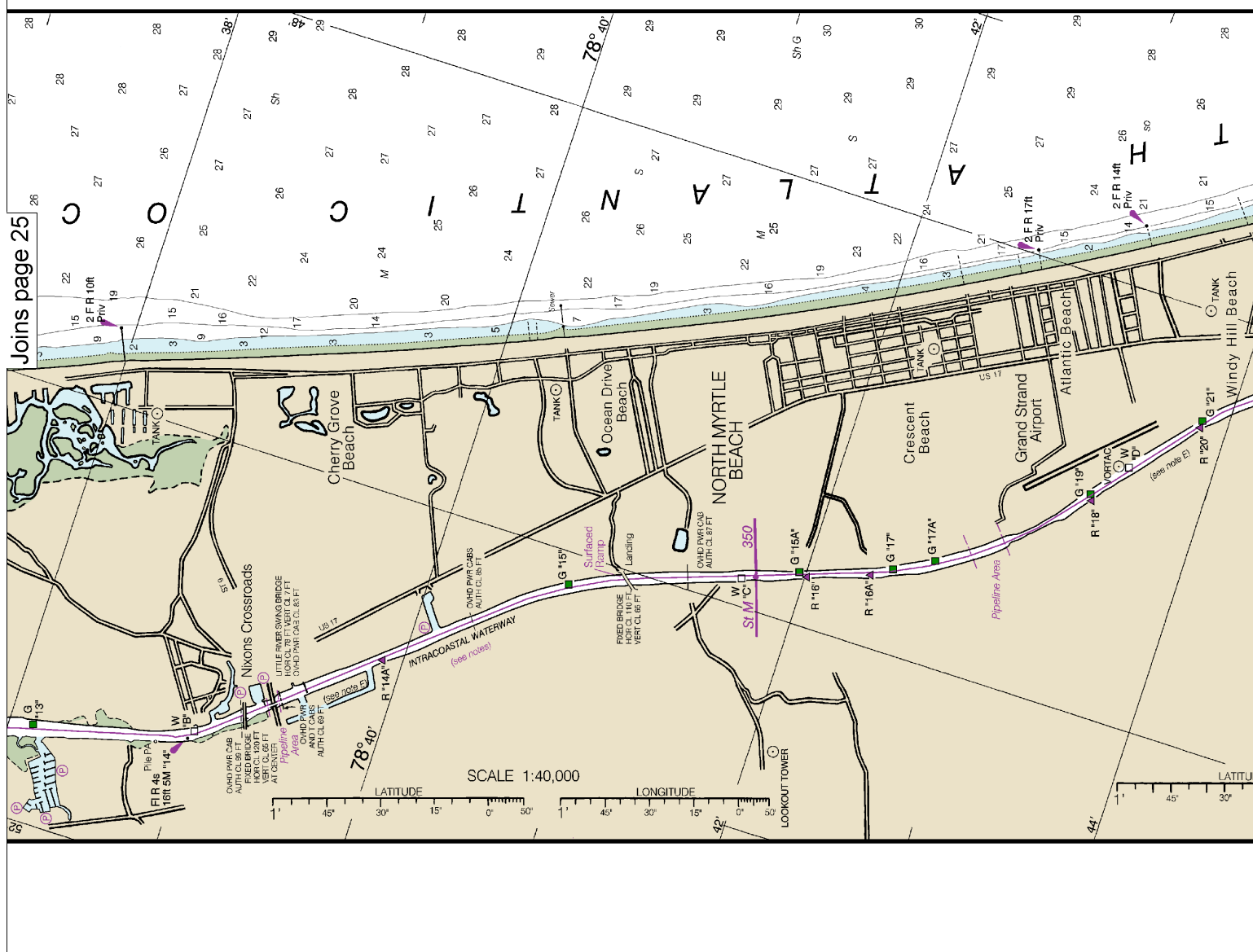
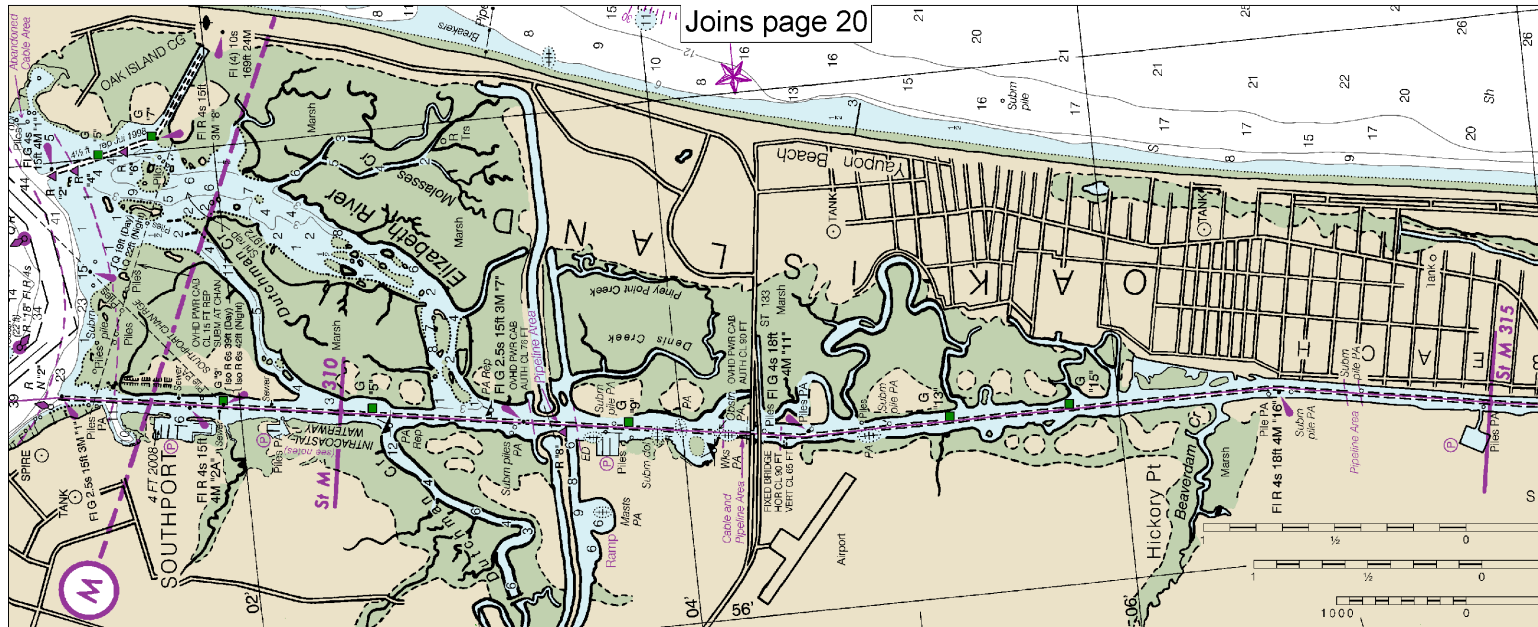












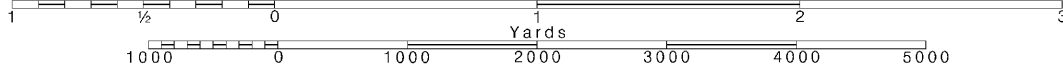
26

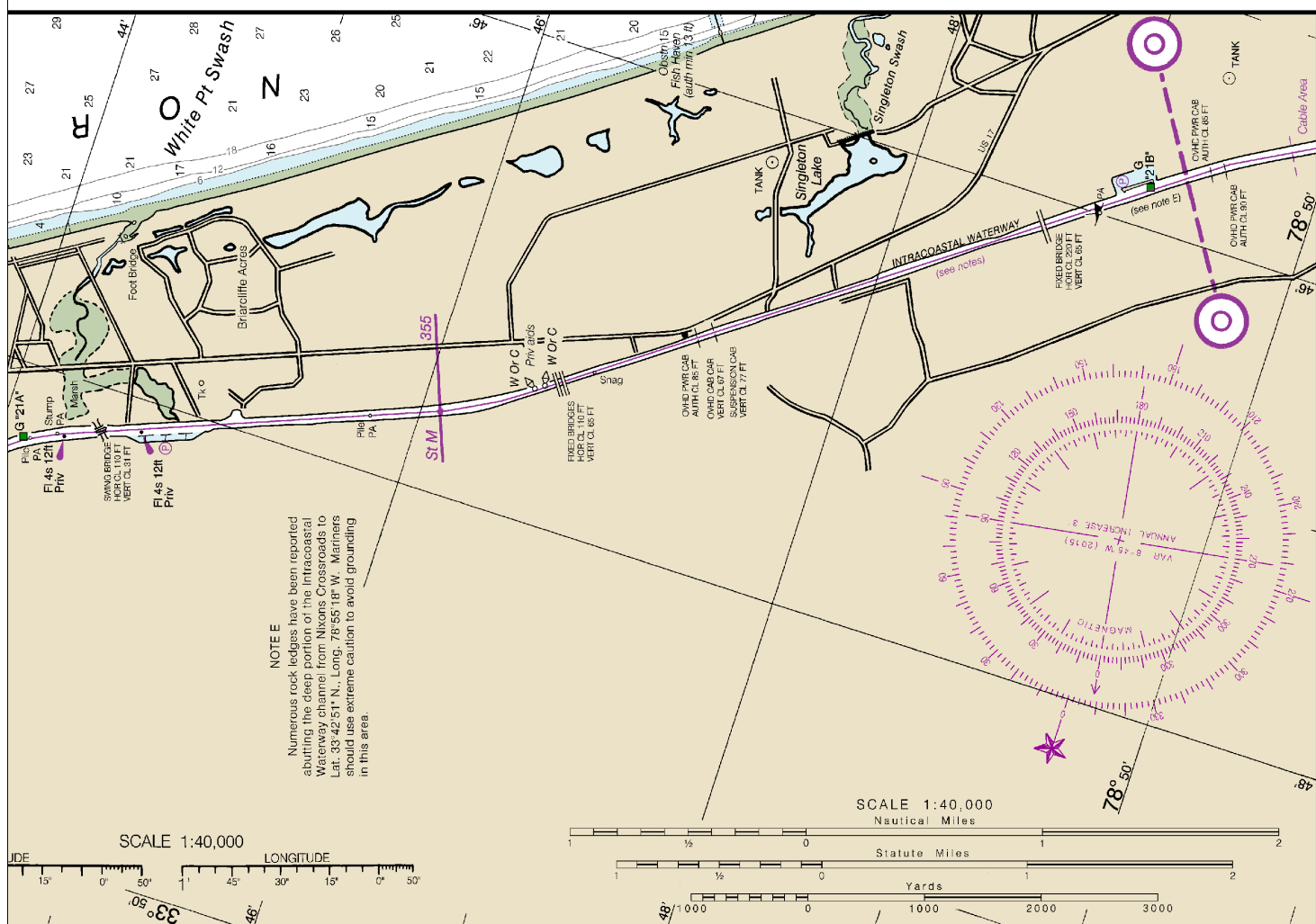
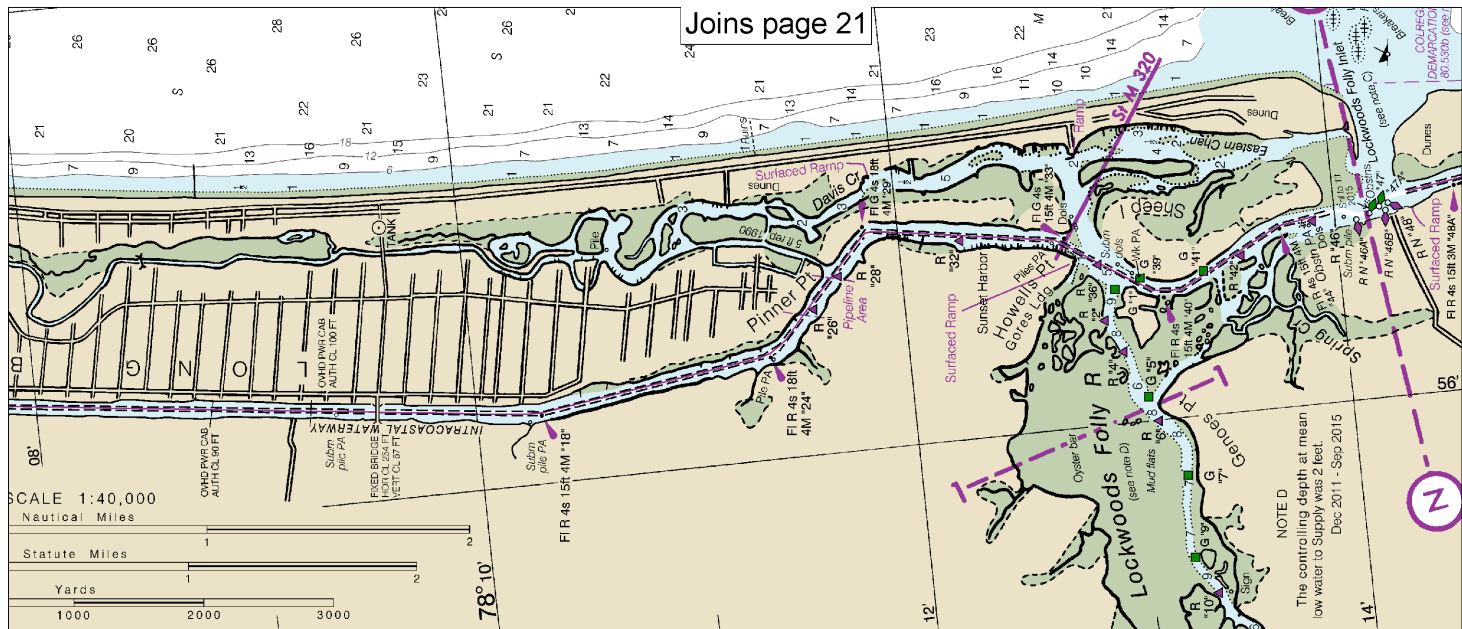
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





SIDE A

JOINS SIDE B

11534



## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**

## Quick References

Nautical chart related products and information	— <a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Interactive chart catalog	— <a href="http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml">http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml</a>
Report a chart discrepancy	— <a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	— <a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	— <a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	— <a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	— <a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	— <a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	— <a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	— <a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	— <a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	— <a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	— <a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	— <a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



— For the latest news from Coast Survey, follow **@NOAAcharts**



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